

**BY ORDER OF THE COMMANDER
TINKER AIR FORCE BASE**

**TINKER AIR FORCE BASE
INSTRUCTION 13-201**



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Space, Missile, Command and Control

FLIGHT AND GROUND OPERATIONS

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This instruction implements AFD 13-2, *Air Traffic Control, Airspace, Airfield, and Range Management* and prescribes procedures for flight and ground operations at Tinker AFB. The provisions of this instruction are directive upon assigned and attached units and those off base organizations serviced by the Airfield Operations Flight (72 OSS/OSA), and all participating agencies must comply. Pilots may deviate from the procedures contained herein in the interest of flight safety or when directed by Fort Worth Air Route Traffic Control Center (ARTCC), Oklahoma City Approach Control, or Tinker Control Tower (Tower). Altitudes are Mean Sea Level (MSL) unless otherwise indicated. This regulation applies to all aircraft transiting Tinker Air Force Base and assigned tenant units to include the Air National Guard and Air Force Reserves. Ensure that all records created as a result of processes prescribed in this publication are maintained in accordance with AFMAN 33-363, *Management of Records*, and disposed of in accordance with the Air Force Records Disposition Schedule (RDS) located at <https://www.my.af.mil/afrims/afrims/afrims/rims.cfm>. Refer recommended changes and questions about this publication to the Office of Primary Responsibility (OPR) using the AF IMT 847, *Recommendation for Change of Publication*; route AF IMT 847s from the field through the appropriate functional's chain of command.

SUMMARY OF CHANGES

This regulation has been substantially revised and must be completely reviewed. Major changes include Aircraft Arresting Systems and Barrier Disengagement procedures, Precision Obstacle Free Zone (POFZ), Quiet Hours Program, and runway designators (18/36 and 13/31). Minor changes were made throughout and include reference updates and editing errors.

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Chapter 1

GENERAL INFORMATION

1.1. Airfield Hours of Operation and Quiet Hours. The Tinker AFB Airfield (Control Tower and Airfield Management Operations (AMOPS)) is operational 24/7 as published in the DoD Flight Information Publication (FLIP), IFR Enroute Supplement.

1.1.1. Night Quiet Hours. Night quiet hours are in effect from 2300L to 0600L. Only scheduled full-stop landings, departures and necessary taxi operations are authorized during night quiet hours. Aircraft are not authorized to conduct engine runs above idle power (see 3.10.2.1) or practice instrument approaches/VFR pattern work. EXCEPTION: Locally assigned aircraft equipped with CFM-56 turbo fan engines (KC135R/E-6) are authorized to conduct practice instrument approaches/VFR pattern work until 0200L because of their low noise level. The 552 ACW is authorized to conduct practice instrument approaches/VFR pattern work between 2300L-0000L, Monday–Thursday, from 1 Apr thru 30 Sep. No more than two total combined aircraft from the 552 ACW, 507 ARW, 137 ARW or USSTRATCOM Wing One (SCW-1) aircraft, on a first-come/first-served basis, may conduct concurrent practice instrument approaches/VFR pattern work after 2300L. If necessary, the Tower supervisor may limit or disapprove operations based on existing traffic congestion or complexity, staffing, weather or individual controller training and experience capabilities. All other aircraft operations during night quiet hours require prior approval from 72 ABW/CC.

1.1.2. Day Quiet Hours. Day quiet hours are approved by 72 ABW/CV through AMOPS. Day quiet hours are reserved for special events to include Group/CC level or above change of command ceremonies. Two types of day quiet hours may be requested:

1.1.2.1. Modified Quiet Hours. Generally, only full-stop landings, departures and necessary taxi operations are authorized during modified quiet hours. Aircraft are not authorized to conduct practice instrument approaches/VFR pattern work. Certain maintenance related aircraft taxi operations and engine runs may be approved by the Airfield Manager (AFM) or designated representative; Assistant Airfield Manager (AAFM) or Airfield Management Operations Manager (AMOM). Aerospace Ground Equipment (AGE) will not be run in the immediate area of the event for which modified quiet hours have been approved.

1.1.2.2. Full Quiet Hours. Generally, full-stop landings, departures, or practice instrument approaches are not authorized during full quiet hours. Certain aircraft taxi and engine runs may be approved by the AFM or designated representative. AGE will not be run in the immediate area of the event for which full quiet hours have been approved.

1.1.3. Procedures for requesting day quiet hours. Submit written request (e-mail) for Group/CC level or above change of command ceremonies or special events (i.e. memorial or dedication ceremony on or near airfield) to the AFM or designated representative at least 10 working days before the event. Include in the request the type and purpose of event, location of event, date/time of event, amount of time requested (limit time to a minimum), highest rank in attendance, point of contact (POC), organization and phone number.

1.1.3.1. Only the requesting unit may delay the start of, terminate early, or cancel previously scheduled quiet hours. This may be accomplished at any time prior to scheduled quiet hours by calling AMOPS.

1.1.3.2. To avoid confusion, only the original POC from the desiring unit may request changes to the initial quiet hour request.

1.2. Runway Descriptions. Tinker airfield has two runways ([Attachment 3](#)). The primary runway (18/36) is 11,100' long and 200' wide. Rwy 36 has a 1,000' paved overrun. Rwy 18 has a 1,000' stabilized surface, low weight bearing overrun. The secondary runway (13/31) is 10,000' long and 200' wide. Rwy 13 and 31 have 1,000' non-load bearing overruns. A 72 ABW/CE waiver for Runway Weight Bearing Capacity has been approved for specific aircraft whose Aircraft Classification Number (ACN) exceeds the published Pavement Classification Number (PCN) for Tinker's runways. Additional runway information is contained in FLIP (enroute) IFR Supplement and Instrument Approach Procedures.

1.3. Local Frequencies. The following are commonly used Tinker AFB frequencies ([Attachment 2](#)). See DoD Flight Information Publications for local frequencies.

1.4. Airfield Lighting. See FLIP IFR Supplement for available instrument approach lighting systems. Lighting will be operated IAW FAAO JO 7110.65, *Air Traffic Control*, except:

1.4.1. The high intensity runway lights (HIRL) on Rwy 18/36 and Rwy 13/31 are controlled from a single touch screen panel in the Tower. **NOTE:** Tower selector switch will always be based on conditions of Rwy 18/36, unless Rwy 18/36 is closed and Rwy 13/31 is in use. The alternate touch screen panel is located in Building 240 with AMOPS.

1.4.1.1. When visibility deteriorates to, or is forecast to deteriorate to two miles or less within three hours, runway-in-use lights will be set IAW FAAO JO 7110.65 (in order to obtain RVR information from the FMQ 19 transmissometer).

1.4.1.2. Runway edge lights for the active runway will be set, as a minimum, to Step 1 between sunset and sunrise. All other settings will be IAW FAAO JO 7110.65.

1.4.1.3. Airfield lights may be turned off to save energy during extensive periods of non or low-usage according to applicable FAR.

1.4.2. In the event Tower is evacuated, runway lights will be placed on the appropriate step for existing weather and all taxiway lights will be turned on. When Tower is unmanned or when the Tower touch screen is inoperative, AMOPS will operate airfield lighting from the AMOPS touch screen panel IAW instructions from Tower personnel.

1.4.3. When airfield approach lighting is inoperative or obscured due to snow drifts or other natural weather phenomenon, the no-approach light minima published in the FLIPs are in effect. Tower will advise inbound/outbound aircraft via the Automatic Terminal Information Service (ATIS).

1.5. Air Traffic Control and Landing Systems (ATCALS).

1.5.1. Air Force Flight Standards Agency (AFFSA) Regionalized Maintenance Center (RMC) is responsible for conducting routine maintenance and an annual Preventative Maintenance Inspection (PMI).

1.5.2. RMC will coordinate NAVAID down times with the Tower Watch Supervisor. The Tower Watch Supervisor will coordinate with AMOPS to send required NOTAMs for the duration of the maintenance activity.

1.5.3. Subsequent to system failure, applicable agencies will restore ATCALs components within maintenance response times as stated in the ATCALs Maintenance Support Operations Letter.

1.6. Instrument Landing System (ILS) Critical Areas and Precision Obstacle Free Zones (POFZs). [Attachment 8](#) depicts ILS critical areas and POFZs. These areas are part of the Controlled Movement Area (CMA). Any personnel and/or equipment in these areas may seriously degrade ILS performance and/or interfere with aircraft flying precision approaches. The Rwy 18/36 GS critical areas and/or POFZs are marked by an instrument hold line painted on the pavement and instrument hold signs or warning signs. Tower will protect these areas IAW AFI 13-204V3, *Airfield Operations Procedures and Programs*.

1.6.1. Rwy 18/36 and Rwy 13/31 Localizer Critical Areas. All aircraft and vehicle operations in these critical areas will be restricted when the reported ceiling is less than 800' or visibility is less than two miles. Warning signs identify Rwy 13 localizer critical area at the maintenance road. Approval from Ground Control is required to proceed beyond the warning signs, IAW TAFBI 13-202, *Airfield Driving Instruction*.

1.6.2. Rwy 18/36 GS Critical Areas.

1.6.2.1. When the reported ceiling is below 800' and/or visibility is less than 2 miles, but at or above 200' and/or visibility at or above 1/2 mile (RVR 2,400), restrict all aircraft larger than fighter type size. Do not permit these aircraft to taxi beyond the instrument hold line when an aircraft executing an ILS approach is inside the final approach fix.

1.6.2.2. When the reported ceiling is less than 200' and/or visibility is less than 1/2 mile (RVR 2,400'), restrict all aircraft and vehicle operations. Vehicles will not be allowed to traverse these critical areas without contacting the Tower IAW TAFBI 13-202, *Airfield Driving Instruction*. See [Attachment 8](#) for a depiction of the glide slope critical areas.

1.6.2.3. Rwy 18 GS signal is not protected from possible reflective interference caused by vehicle traffic on Industrial Blvd. A permanent waiver has been granted by HQ AFMC.

1.6.3. Rwy 18/36 POFZs.

1.6.3.1. POFZs require protection when the reported ceiling is less than 800' or visibility less than two miles from the time an approach aircraft is within 2 NM of the landing threshold until the approach aircraft passes the hold line. See [Attachment 8](#) for a depiction of the POFZs.

1.6.3.2. In the event that taxiing/parked aircraft or vehicles are not clear of the POFZ, controllers are to provide traffic advisories only to the arriving aircraft regarding the position of the offending aircraft/vehicles.

1.6.3.3. The POFZ is considered clear even if the wing of the aircraft holding on a taxiway waiting for runway clearance penetrates the POFZ; however, neither the fuselage nor the tail may infringe on the POFZ.

1.7. Weather Dissemination and Coordination Procedures. Tower and AMOPS disseminate and coordinate weather information (hazardous/severe weather, lightning, etc.) IAW TAFBI 15-101, *Weather Support Document*, and approved local directives.

1.8. Bird/Wildlife Control. Local Bird Aircraft Strike Hazard (BASH) program guidelines and Bird Watch Conditions are outlined in TAFB Plan 91-212, *Bird/Wildlife Aircraft Strike Hazard Plan*. Tinker AFB bird watch conditions are published in DoD Flight Information Publications.

1.9. Transient Alert Services. For a list of current Transient Alert services and Jet Aircraft Starting Unit equipment, refer to IFR Supplement and Area Planning (AP1). Operating hours are from 0800-2330L. Transient Alert provides follow-me services and has limited fleet services available (lavatory and water only). Transient services for B52, B1, C5, C17, C130, DC10, and C135 are extremely limited. Transient aircraft are required to retain deployed chutes to park. Hangar space for transient aircraft during inclement weather is extremely limited.

1.10. Airfield Operations Board (AOB). The Tinker AFB AOB provides a forum for discussing, updating and tracking various activities in support of the Tinker flying mission. The AOB will convene at least once per quarter in compliance with AFI 13-204V3, *Airfield Operations Procedures and Programs*. The AOB will also convene on the first day of an AOCI and 30 days following the receipt of an official AOCI report to address observations/special interest items and actions taken to resolve deficiencies.

1.10.1. AOB Responsibilities.

1.10.1.1. The AOB is chaired by the 72 ABW Commander or Vice Commander. The AOB chairperson appoints AOB membership. See [Attachment 23](#) for AOB membership.

1.10.1.2. The Airfield Operations Flight Commander (AOF/CC) schedules AOB meetings, prepares the agenda and records the minutes. The agenda will normally be distributed to board membership at least two weeks prior to the AOB. Minutes will be distributed within 20 workdays from the time the AOB convenes, to all board members and the commanders of represented base agencies, to command levels, MAJCOM, and the Air Force Representative (AFREP) of the servicing FAA region.

1.10.2. AOB Agenda Items. Items are reviewed quarterly unless noted otherwise. The AOB agenda will include the following discussion items:

1.10.2.1. Airspace (terminal, en route, and special use airspace).

1.10.2.2. ATC/Flying Procedures (new, revised, rescinded, and seldom used).

1.10.2.3. Military and FAA concerns.

1.10.2.4. Airfield Operations Flight (AOF Staff, AMOPS, and Tower) Staffing.

1.10.2.5. Air Traffic Control and Landing Systems (flight inspection schedule, ATCALs equipment findings, status, upgrades, etc...).

1.10.2.6. Airfield Environment (airfield activities, construction projects, number and status of permanent/temporary airfield waivers, and the status of deteriorating airfield/runway conditions).

1.10.2.7. Airfield Operations Certification Inspection (AOCI) Open Items.

1.10.2.8. Status of Airfield Driving Training Program (units visited and results of inspection, units scheduled for the upcoming quarter, number of spot-checks performed and results, and changes or findings with accomplished airfield driver training).

1.10.2.9. Runway Intrusions/Controlled Movement Area Violations (CMAVs).

1.10.2.10. Hazardous Air Traffic Reports (HATRs).

1.10.2.11. Local Operating Procedure (LOP) Review. Reviewed annually (Jul) or as required.

1.10.2.12. Terminal Instrument Procedures (TERPS). Reviewed annually (Oct) or as required.

1.10.2.13. Air Installation Compatible Use Zone (AICUZ). Optional annual review (Oct) or as required.

1.10.2.14. Results of Annual Self-Inspection. Reviewed annually (Jan) or as required.

1.10.2.15. Special Interest Items. Reviewed annually (Apr) or as required.

1.10.2.16. Results of Annual Airfield Certification/Safety Inspection. Reviewed annually (Jul) or as required.

1.10.2.17. Aircraft Parking Plan. Reviewed annually (Apr) or as required.

1.10.2.18. Status of Existing Airfield Waivers with Emphasis on Temporary Waivers and Associated Correction Plans. Reviewed annually (Jan) or as required.

1.11. Not Applicable Items (IAW AFI 13-204V3). The following items are not applicable at Tinker AFB; Arresting Gear Procedures, Emergency Aircraft Arresting System Procedures, Unmanned Aerial System (UAS) Operations, Aero Club Operations, and Night Vision Device (NVD) Procedures.

Chapter 2

AIR TRAFFIC CONTROL

2.1. Runway In Use. Tower will determine the runway-in-use. Tower must coordinate with OKC Approach Control prior to all runway changes. Rwy 18/36 is designated the primary runway due to the predominant local winds, its instrument approaches and length. Rwy 18/36 is designated as the calm wind runway (wind velocity less than 5 knots), but Rwy 13/31 may be selected for an operational advantage or when winds are more directly aligned.

2.1.1. Selecting Runway In Use. Tower will select the runway-in-use based on the following:

2.1.1.1. Runway most directly aligned into the wind as specified in FAAO JO 7110.65, *Air Traffic Control*.

2.1.1.2. When the wind is less than 10 knots, Tower will consider direction of air traffic flow in OKC Approach Control airspace and the runway that allows the lowest takeoff/landing minima to determine runway-in-use.

2.1.2. Runway Change. Tower will notify OKC Approach Control, AMOPS, and the Base Weather Flight (72 OSS/OSW) for all runway-in-use changes. AMOPS will notify the Fire Department and Command Post (552 ACW/CP).

2.1.3. Wind Sensors. Wind information will be obtained from the sensor closest to the threshold of the runway-in-use. When the wind sensor closest to the threshold of the runway in use cannot be used because of equipment outage, etc., Tower will include the runway number of the wind sensor used when issuing wind direction and speed. **Example:** “RWY 31 WIND ESTIMATED THREE SIX ZERO AT SEVEN.”

2.2. Intersection Departures Runway distance remaining from connecting taxiways is shown in [Attachment 3](#). Tower shall provide distance remaining information for intersection departures to all transient aircraft and upon request to based assigned aircraft..

2.3. Non-Radar Departure Restrictions. Unless otherwise directed by ATC, departures are restricted as follows:

2.3.1. Rwy 36 Departure. When departing Tinker, will be flown IAW published departure procedures (DoD Low Altitude FLIP) or as directed by ATC.

2.3.2. Rwy 31 Departure. When departing Tinker, will be flown IAW published departure procedures (DoD Low Altitude FLIP) or as directed by ATC.

2.4. VFR Traffic Patterns.

2.4.1. Directions of Traffic:

2.4.1.1. Runways 18 and 31, left-hand traffic.

2.4.1.2. Runways 13 and 36, right-hand traffic.

2.4.1.3. If non-standard traffic is desired/required, the aircrew must obtain approval from Tower.

2.4.2. Rectangular Pattern. Enter and fly downwind at 3,000' MSL until turning base leg ([Attachment 16](#)). When Rwy 18/36 is in use, avoid overflying Soldier Creek School, located 1.5 miles north of the airfield at the corner of SE 15th and Douglas Blvd. Rectangular patterns are prohibited when cloud ceilings are lower than 2,200' AGL (3,500' MSL) or visibility is less than three miles or if aircraft are not visible from the tower in the entire pattern.

2.4.3. Overhead Pattern. Available on request with OKC Approach Control or Tower.

2.4.3.1. Standard Overhead. If approved, enter initial at 3,500' MSL. Maintain 3,500' MSL until base turn, then descend as appropriate. Standard Overhead patterns are prohibited when cloud ceilings are lower than 2,700' AGL (4,000' MSL) or visibility is less than three miles.

2.4.3.2. High Overhead. If approved, enter initial at 4,000' MSL. Maintain 4,000' MSL until base turn, then descend as appropriate. High Overhead patterns are prohibited when cloud ceilings are lower than 3,200' AGL (4,500' MSL) or visibility is less than three miles.

2.4.4. Closed Traffic Patterns. Closed traffic pattern altitude for all aircraft (including transient fighter/trainer aircraft) is 3,000' MSL unless otherwise instructed by Tower.

2.4.5. Go-Around Procedures, Aircraft on the Runway. These procedures apply unless otherwise instructed by ATC.

2.4.5.1. Aircraft instructed to go-around while on approach to Rwy 18/36 shall maintain a ground track to the east of the runway at or above 500' AGL. Do not overfly aircraft on the runway.

2.4.5.2. Aircraft instructed to go-around while on approach to Rwy 13/31 shall maintain a ground track to the north of the runway at or above 500' AGL. Do not overfly aircraft on the runway.

2.4.6. Breakout Procedures. Unless otherwise instructed, fly runway heading, maintain 3,000' MSL.

2.4.7. Opposite Direction Procedures. Opposite direction operations will not routinely be authorized and will only be conducted when special mission requirements dictate. Pilots must make their request with Tower as soon as possible to allow for coordination. Priority will be given to aircraft using the active runway.

2.4.7.1. Opposite direction departures will not be approved when an arrival is within 10 flying miles of the airport.

2.4.7.2. Opposite direction arrivals will not be approved when an arrival to the active runway is within 10 flying miles of the airport.

2.4.7.3. Opposite direction arrival communications and control will be transferred to Tower no less than seven flying miles from the runway.

2.4.7.4. Aircraft in the VFR pattern will be held at downwind or restricted from turning base until the opposite direction departure is airborne and turned to ensure conflict resolution or a preceding opposite direction arrival aircraft has landed.

2.4.8. Unusual Aircraft Maneuvers. Within the Tinker Class “C” Surface Area, unusual aircraft maneuvers are those not essential to the performance of the flight. Unusual maneuvers may only be executed with prior approval from the AOF/CC.

2.4.9. VFR Local Flying. The Tinker / Will Rogers Class “C” Airspace ([Attachment 19](#)) is divided into an inner and outer core. The inner core extends from the surface, up to and including 5,300’ MSL within a 5-mile radius from the center of Tinker Air Force Base. The outer core extends from 2,500’ MSL up to and including 5,300’ MSL within a 10-mile radius from the center of Tinker Air Force Base. Tinker Tower may use the airspace from the surface up to and including 3,000’ MSL within the later boundaries depicted in [Attachment 19](#). However, local training is accomplished utilizing VR-1113, VR-1116, VR-1175 and the Rivers Military Operations Area. These training areas are depicted in [Attachment 21](#).

2.5. VFR Straight-In Approaches. With Tower approval, straight-in approaches may be made to any runway.

2.6. Circling Approaches to Rwy 13/31. Circling approach ground tracks are shown in [Attachment 17](#).

2.6.1. Practice circling approaches are limited to base assigned and transient military aircraft only.

2.6.2. Rwy 18 Approach Circle to Rwy 13. Category E aircraft are not authorized to circle southwest of the airfield. Category E aircraft must execute a right turn off final approach to enter a left base to Rwy 13. Other aircraft categories can execute the same procedure or make an approach to Rwy 18, circle southwest for a right base to Rwy 13.

2.6.3. Rwy 18 Approach Circle to Rwy 31. Aircraft may execute a left turn prior to Rwy 18 approach end to enter a right base to Rwy 31, or proceed down the runway to enter a left base to Rwy 31.

2.6.4. Rwy 36 Approach Circle to Rwy 13. Category E aircraft will circle northwest of the airfield for a left base to Rwy 13. All other aircraft will circle southwest of the airfield for a right base to Rwy 13.

2.6.5. Rwy 36 Approach Circle to Rwy 31. Aircraft will circle southeast of airfield for a left base to Rwy 31.

2.7. Rwy 13 Localizer (LOC) Approach. The Rwy 13 LOC approach descends directly through a busy VFR corridor (surface -3,000’ MSL). The approach was created to provide a instrument approach capability during IFR weather conditions when the Rwy 18 ILS is unavailable due to crosswind conditions. The Rwy 13 LOC approach will only be used when the Rwy 18 ILS is unavailable due to crosswind conditions, an emergency condition exists, or to meet mission requirements. Pilots must exercise extreme vigilance when flying an instrument approach during marginal VFR conditions due to the possible presence of VFR aircraft.

2.8. Successive/Missed Approaches.

2.8.1. When a missed approach must be executed, during instrument meteorological conditions (IMC) or visual meteorological conditions (VMC), follow published or ATC missed approach procedures.

2.8.2. Local unit aircraft may be issued “Execute East Missed” as climb-out instructions for successive instrument approaches. Pilots given “Execute East Missed” will turn to a heading of 080 degrees, climb and maintain 3,000’ MSL. Transient pilots will be read full climb-out instructions.

2.9. Radar Services. Radar traffic patterns, radar vectors to initial and ASR (surveillance approach) services are provided by OKC Approach Control.

2.10. Noise Abatement. To minimize noise pollution for the Tinker work-force and communities surrounding the airfield, the following procedures and restrictions apply:

2.10.1. Practice circling approaches to Rwy 18 are prohibited.

2.10.2. Pilots will avoid overflying Soldier Creek School when school is in session (defined for purposes of this instruction from 0700L-1700L, beginning of August until the end of May) located 1.5 miles north of the airfield at the corner of Southeast 15th Street and Douglas Boulevard.

2.10.3. Pilots executing VFR straight-in approaches to Rwy 13 or 18 will not descend below 2,000’ MSL until within two miles of the runway.

2.10.4. Use of afterburner in Tinker Surface Area is prohibited except in emergencies, initial takeoffs, or as required by aircraft technical orders.

2.10.5. Unless directed otherwise by ATC, when remaining within Rwy 36 closed traffic or Rwy 36 radar traffic pattern, climb runway heading to 2,500’ MSL and past the airfield boundary prior to executing turns.

2.10.6. Maintenance engine runs and pattern transition work are restricted between 2300L and 0600L daily (see 1.1.1).

2.11. Standard Climb-Out Instructions. Unless otherwise instructed by OKC Approach Control or an operational advantage would be gained, departures shall be assigned:

2.11.1. RWY 36: Runway heading; climb and maintain 3,000’

2.11.2. RWY 31: Heading 010; climb and maintain 3,000’

2.11.3. RWY 18: Runway heading; climb and maintain 3,000’

2.11.4. RWY 13: Runway heading; climb and maintain 3,000’

2.12. Civil Aircraft Operations. Practice instrument or visual approaches by civil aircraft are not authorized.

2.13. Helicopter Operations.

2.13.1. Helicopters will not overfly aircraft ramp restricted areas at less than 500’ above ground level (AGL).

2.13.2. To the max extent possible, helicopters will land on Rwy 13/31 or Rwy 18/36. Helicopters landing at locations other than the movement area (runways and taxiways) require 72 ABW/CC or designated representative approval.

2.14. Single Frequency Pattern. Locally assigned aircraft operating in the local Tinker VFR pattern shall use VHF Tower frequency 124.45; however, when a UHF-only equipped aircraft

are in the pattern (i.e.F-16), all aircraft should monitor UHF Tower frequency, 251.05 as an aid to situational awareness unless a higher priority exists.

2.15. Supervisor of Flying (SOF) Procedures.

2.15.1. All units with a designated SOF program must obtain approval from Tower before using ATC frequencies.

2.15.2. SOF will only request use of ATC frequencies when an emergency situation warrants. Normally, instructions of non-technical nature may be relayed through the ATC agency.

2.15.3. SOF will direct all requests pertaining to ATC flight/ground operations to the Tower Watch Supervisor/Senior Controller (WS/SC).

2.16. Reduced Same Runway Separation (RSRS). The following RSRS standards (Tables 2.1 and 2.2) may be applied at Tinker AFB to all AFMC assigned aircraft and aircraft assigned to ACC, AETC, AMC, AFRC, ANG, AFSOC, USAFE, and PACAF.

2.16.1. Conditions for application of RSRS standards.

2.16.1.1. Air traffic controllers must be able to see the aircraft involved and determine distances by reference to suitable landmarks (distance markers, taxiways, etc.) for daytime and nighttime.

2.16.1.2. Any aircrew or air traffic controller may refuse RSRS when safety of flight may be jeopardized. In these cases, apply appropriate separation standard published in FAAO JO 7110.65.

2.16.1.3. Controllers must provide appropriate traffic advisories to aircraft involved.

2.16.1.4. Aircraft will not overfly aircraft on the runway. For fighter-type aircraft only – A low-approach following a full stop shall use the alternate side of the runway and be 500' vertically separated when passing the aircraft on landing roll. Responsibility for separation rests with the pilot.

2.16.1.5. Pilots are responsible for wake turbulence separation when maintaining visual separation or operating under VFR. Controllers must provide appropriate cautionary wake turbulence advisories in these cases. When operating IFR or under ATC instructions, controller must ensure standard wake turbulence separation exists.

2.16.1.6. "Same fighter/trainer-type" means same airframe, (i.e. F-15 behind F-15, T-38 behind T38/AT38, etc.).

2.16.1.7. "Dissimilar fighter/trainer-type" means not the same airframe (i.e. F-15 behind F-16, T-6 behind T-38, etc).

2.16.1.8. Non-heavy, tactical airlift-type means C-130, C-12, B-737, etc.

2.16.2. Non-applicability of RSRS. RSRS separations do not apply:

2.16.2.1. To any situation involving an emergency aircraft

2.16.2.2. To civil aircraft

2.16.2.3. To air evacuation aircraft

2.17. Light Gun Signals. Tower will use standard light gun signals as depicted in [Attachment 22](#).

2.18. Automatic Terminal Information Service (ATIS) Procedures. The ATIS will be updated between 0500L and 2300L or whenever flying operations are proposed or in progress.

2.18.1. ATIS broadcast will be in accordance with FAAO JO 7110.65. During periods of rapidly changing weather conditions, a blanket ATIS message may be made, at the discretion of the WS/SC, stating: "TINKER AIR FORCE BASE INFORMATION (ATIS Code), DUE TO RAPIDLY CHANGING WEATHER CONDITIONS CONTACT TINKER TOWER FOR CURRENT WEATHER AND AIRFIELD CONDITIONS." If the ATIS is inoperative, Ground Control will relay ATIS information.

2.18.2. The ATIS can be monitored by telephone at DSN 884-5152 or Commercial (405) 734-5152.

2.19. Local Aircraft Priorities. Tower will provide priority ATC service to aircraft in accordance with FAAO JO 7110.65, and the following local priorities:

2.19.1. Aircraft in distress

2.19.2. Real World alert missions

2.19.2.1. SCW-1

2.19.2.2. 507 ARW/137 ARW

2.19.2.3. 552 ACW

2.19.3. Aeromedical Evacuation (EVAC) aircraft requesting priority

2.19.4. Exercise alert aircraft

2.19.5. Distinguished Visitor (DV) Code 6 or higher

2.19.6. IFR departures/full stop arrivals

2.19.7. VFR departures /full stop arrivals

2.19.8. Base assigned practice approaches

2.19.9. Transient practice approaches

2.19.10. Opposite direction operations

2.20. Air Traffic Control Inbound Coordination. Tower receives aircraft inbound notification via automated means on the certified tower radar display or verbal coordination IAW Letter of Agreement with Oklahoma City ATCT (TRACON), *IFR Coordination and Operating Procedures*.

2.21. Wind Variability.

2.21.1. The 72 ABW/CC has determined that controllers shall issue variable wind information IAW AFI 13-204V3, *Airfield Operations Procedures and Programs*.

2.21.2. Controllers will issue variable wind information when there are changes in wind direction of 60 degrees or more and the wind speed is greater than 6 knots.

2.22. Military Authority Assumes Responsibility for Separation of Aircraft (MARSA) Operations. MARSA operations are not authorized at Tinker AFB. Aircraft requesting arrival or departure with other flights will request “Non-Standard formation” arrival/departure with call sign(s) of participating aircraft with intentions. ATC facilities do not invoke or deny MARSA.

2.23 Tactical Arrival/Departure Procedures. All tactical arrival/departure procedures will be implemented IAW *Tinker AFB Tactical Arrivals and Procedures LOA*.

2.23.1. The 552 ACW, 507 ARW, 137 ARW, and Navy SCW-1 are authorized to conduct tactical arrivals and departures. Transient aircraft are not permitted to conduct tactical procedures.

2.23.2. Aircrews will fly tactical procedures only in Visual Meteorological Conditions (VMC) under Visual Flight Rules (VFR) operations.

2.23.3. Procedures:

2.23.3.1. Spiral Up Departure: This maneuver will consist of a continuous 360 degree turn to the east of TAFB to 10,000’ MSL or other altitude as directed by TRACON. For runways 18/13 the maneuver will commence at 400’ AGL with a climbing left turn. For runways 36/31 the aircraft will commence a climbing right turn at 400’ AGL. When the aircraft reaches 10,000’ or assigned altitude, proceed on course or assigned vector.

2.23.3.2. Spiral Down Arrival: The maneuver will be initiated from a point over the Tinker Class “C” east of RWY 18/36 from an altitude of 10,000’ MSL or as directed by TRACON. The aircraft will perform a continuous descending turn to set up for landing to the runway in use.

Chapter 3

TAXIING, TOWING AND PARKING AIRCRAFT

3.1. Responsibilities.

3.1.1. The 507 ARW Commander is delegated responsibility for assigned aircraft parking on the 507 ARW ramp and Romeo ramp spots 1 and 2. **NOTE:** For purposes of compliance with AFI 11-218, *Aircraft Operations and Movement on the Ground*, 507 ARW aircraft parked on Romeo ramp are Tinker based aircraft and may be taxied within 10' of an obstruction.

3.1.2. The 76th Aircraft Maintenance Group (76 AMXG) has been delegated responsibility for aircraft parking on the ALC ramp, West ramp, and J-3 Trim Pad. **NOTE:** AMOPS has the authority to relocate ALC aircraft parked on the West ramp during contingency operations. 3.1.2.1. The 76 AMXG is responsible for ensuring AGE is in compliance with UFC 3-260-01. AGE will not be located in close proximity to aircraft for more than 3 hours before maintenance commences and 3 hours after maintenance is complete. **NOTE:** This restriction is not applicable when a MAJCOM waiver is in place.

3.1.3. The 552 ACW Commander is delegated responsibility for assigned aircraft parking on the ACW north ramp (Birdcage) and ramp west of Building 230.

3.1.4. The SCW-1 Commander is delegated responsibility for assigned aircraft parking on the Navy ramp and Romeo ramp spots 3 and 4. **NOTE:** For purposes of compliance with AFI 11-218, *Aircraft Operations And Movement On The Ground*, Navy E-6 aircraft parked on the ACW Alert ramp are Tinker based aircraft and may be taxied within 10' of an obstruction.

3.1.5. The AFM or designated representative, is responsible for all other aircraft parking areas to include transient and restricted area parking. These parking locations must be coordinated through AMOPS no later than one hour prior to an aircraft arrival or aircraft repositioning. **NOTE:** All transient and base assigned aircraft will be parked on marked parking locations unless approved by AMOPS.

3.1.6. Each responsible agency will follow internal procedures to manage the utilization of its parking spaces.

3.1.7. Each responsible agency will ensure all aircraft taxiing into or out of restricted areas are pre-coordinated with Security Forces.

3.2. Aircraft Parking Plan. Aircraft parking plan is shown in **Attachments 13-18**. Any parking space may be used by agencies other than those listed in **Attachments 13-18** by mutual agreement after being coordinated with Airfield Management. **Tables 3.1, 3.2 and 3.3** specify maximum aircraft wingspan and length for aircraft parking spots on the MAC ramp, TMF and transient ramp.

Table 3.1. Maximum Aircraft Size for MAC Ramp Parking Spots

Parking Spots	Maximum Wingspan	Maximum Length
1, 2	KC-135 (131') or smaller	137'
3,4	C-17 (170') or smaller	174'
5	C-5 (223') or smaller	248'

Table 3.2. Maximum Aircraft Size for TMF Ramp Parking Spots

Parking Spots	Maximum Wingspan	Maximum Length
*F-1	C-5 (223') or smaller	248'
*F-2	C-5 (223') or smaller	248'
*Note: Two C-5 aircraft cannot be parked on F-1 and F-2 at the same time. A C-5 and a C-17 or smaller aircraft can be parked simultaneously on spots F-1 and F-2.		

Table 3.3. Maximum Aircraft Size for Transient Ramp Parking Spots

Parking Spots	Maximum Wingspan	Maximum Length
Fence Row(3)	34 ft	50 ft
Grass Row(6)	50 ft	63 ft
245 Large(5)	70 ft	54 ft
245 Small(3)	34 ft	50 ft
Red Carpet	74 ft w/vehicles in place 75-94 ft w/vehicles moved >94 ft must offset taxiline	

3.3. Standard Taxi/Tow Routes to Trim Pads. Aircraft or vehicles requiring access to the Trim Pads will follow procedures IAW TAFBI 13-202, *Airfield Driving Instruction*, and the procedures outlined in this publication.

3.3.1. From the east side of Rwy 18/36 to the engine run pads (J-1 and J-2) in the center of the airdrome, the standard route is via Twy C.

3.3.2. From the transient aircraft area, the standard route is via Twy G and C.

3.3.3. From the 552 ACW north ramp and the MAC ramp, the standard route is via Twy K and C. Specific Tower approval to enter Rwy 13/31 is required.

3.3.4. From the 507 ARW ramp, the standard route is via Twy H and C. Specific Tower approval to cross Rwy 13/31 is required.

3.3.5. From the Romeo ramp, the standard route is via Twy G and C. Specific approval to cross Rwy 13/31 is required.

3.3.6. Return to unit areas are via reverse routes after obtaining Ground Control approval.

3.3.7. Deviations may be authorized by Ground Control.

3.4. Taxiing from Confined Areas. In the event an aircraft is parked in a confined area and cannot be taxied safely, the responsible unit having control of aircraft will ensure aircraft is towed to a location free of obstructions. **NOTE:** Attachment 5 identifies areas that are not visible from the Tower (for aircraft towing procedures, see paragraph 3.8).

3.5. General Taxi Procedures. Refer to Attachment 3 for taxiway surface widths.

3.5.1. Radio contact with Ground Control must be established prior to starting engines. Advise Ground Control as early as possible of critical/controlled departure times. **CAUTION:** Do not start aircraft engines if a fuel truck is within 50' of the aircraft.

3.5.2. Clearance to taxi must be obtained from Ground Control before leaving parking space. **CAUTION:** Some areas on the ALC, Echo, and Munitions ramps are not visible from the Tower.

3.5.3. When requesting clearance to taxi, pilots will inform Ground Control of received ATIS code.

3.5.4. Taxi Routes. Tower will direct taxiing aircraft to use Twy G as the primary north-south taxi route.

3.5.5. B-52 will use Twy B, C (between Building 3102 and the trim pad), D, E, EE, F and G. Do not use Twy A, C (between trim pad and Rwy 13/31), J, H, K or M. Be aware if B-52 is taxied onto Twy C, W of Twy G, there will not be room to turn around. B-52 aircraft landing Rwy 31 must make 180 degree turn on runway and back taxi to Twy G. B-52 aircraft departing Rwy 13 must back taxi on runway and make 180 degree turn on runway at approach end for departure. The approach ends of Rwy 13/31 are slightly bulged to help accommodate B-52 aircraft 180 degree turns on runway.

3.5.6. Primary taxi route between Rwy 18/36 and the MAC or AWACS ramps will be via Twy G and B.

3.5.7. To prevent premature concrete and asphalt deterioration, runways will not be used for routine taxi purposes unless mission requirements dictate otherwise.

3.5.8. Marshallers and wing walkers must be used anytime aircraft are taxied within 25' of an obstruction. **Exception:** This does not apply to unit aircraft where taxi lines have been painted and an approved MAJCOM/DO waiver exists in accordance with AFI 11-218. When encountering possible hazards to taxi operations, pilots will hold until ground assistance is available and it is safe to continue, or shut down engines and have aircraft towed to the proper parking area. KC-135/E-3 aircraft towed or taxied in/out of Echo ramp must have wing walkers.

3.5.9. Taxiing aircraft will yield the right of way to emergency vehicles.

3.5.10. B-1 taxi routes from ALC ramp:

3.5.10.1. B-1 departure taxi route to Rwy 18/36 is via Twy D, back taxi on the runway to the appropriate approach end, and a 180 turn. Pilot will hold short of Rwy 18/36 until request for back taxi is approved by Tower.

3.5.10.2. B-1 departure taxi route to Rwy 13/31 is via Twy D to Twy G, back taxi on Rwy 13/31 to the appropriate approach end, and a 180 turn. Pilot will hold short of all

runways until Tower approves crossing. Pilot will request back taxi while holding short of Rwy 13/31.

3.5.10.3. After approval is received from Tower, B-1 arrivals will make a 180 degree turn on the landing runway and back taxi to Twy D for Rwy 18/36 or to Twy C or G for Rwy 13/31.

3.5.10.4. During back taxi operations, pilot will exit the runway as instructed by Tower in the event of higher priority operations (emergencies, real world alert missions, MEDEVAC, etc) or upon B-1 pilot request.

3.5.10.5. B-1 requiring radius swing checks for FCF will taxi to MAC ramp via Twy B. Prior coordination with AMOPS is required and MAC ramp spots 3 and 5 must be vacant.

3.5.11. Twy M is non-standard due to 50ft keel width, which may prevent certain airframes from using the taxiway.

3.5.12. Twy B between H and G will be closed to aircraft operations whenever actual fire is being used at the Fire Training facility.

3.5.13. Twy A on east side of Rwy 18/36 and the entry to the old compass rose from Twy H are permanently closed to aircraft taxiing operations. Both may be used for aircraft tows.

3.6. Runway Restrictions.

3.6.1. To prevent accelerated deterioration of runway pavements, hover landings by turbojet powered aircraft (AV-8) are not permitted.

3.6.2. Heavy aircraft will only make 180 degree turns on the first/last 1,000' of Rwy 18/36 and Rwy 13/31, except when operationally required.

3.7. Large Aircraft Operations. The unique size and characteristics of C-5, C-17, DC-8 Stretch, E-4, DC-10, L-1011 and other very large aircraft require special handling procedures to avoid damaging aircraft, airdrome facilities, vehicles, or injuring personnel. Tow capability is limited, or in some cases non-existent, and airdrome capability can be compromised if taxi routing errors occur.

3.8. Towing Operations.

3.8.1. Prior to dispatching a tow team, appropriate Maintenance Control Center or the tow supervisor will ensure tow maintenance crew is airfield driver certified IAW TAFBI 13-202, *Airfield Driving Instruction*.

3.8.2. All aircraft taxi and tow movements for maintenance requires prior landline coordination with AMOPS. Aircraft tow operators will establish radio contact with Ground Control and request approval for all tow operations on the airfield prior to start of tow. Aircraft towed in/out of restricted areas must pre-coordinate and get approval from Security Forces. 76 AMXG Maintenance may move non-operational aircraft (no wings, no engines, etc) within the ALC ramp, east of Rwy 18/36 without approval from Tower.

3.8.3. For towing operations on the airfield, the tow supervisor will ensure taxiing aircraft are not impeded.

3.8.4. Aircraft tow operations between sunset and sunrise must operate aircraft position lights or be adequately lit, i.e. escorting vehicles, wing walkers with flashlights, etc.

3.9. Last Chance Inspection. Inspection of locally assigned aircraft will be performed by owning unit personnel in areas that will not block normal taxi flow. The 552 ACW SOF will determine where E-3 “last chance” will be accomplished. If conducting a last chance prior to entering Rwy 18, E-3 aircraft will use the north hammerhead with aircraft nose facing southward away from fire station to the maximum extent possible. Transient Alert personnel perform transient aircraft inspections.

3.10. Aircraft Engine Run Procedures.

3.10.1. Before conducting an engine run, coordinate planned engine run with AMOPS by providing the following information:

3.10.1.1. Aircraft type

3.10.1.2. Aircraft tail number

3.10.1.3. Aircraft parking spot

3.10.1.4. Type of engine run, idle power, 50% power, full power, and whether the engine run is an initial engine run.

3.10.2. Engine Run Noise Abatement. Aircraft engine runs above idle power are prohibited from 2300L – 0600L daily, except as outlined below:

3.10.2.1. The 72 ABW/CC’s designated representatives (552 OG/CC, 552 MXG/CC, 507 OG/CC, 513 OG/CC, 137 OG/CC, 76 AMXG, VQ3/CDO and VQ4/CDO) may waive the engine run restriction during these times if delaying the engine run would result in unacceptable mission impact. Blanket waivers will not be issued. 76 AMXG is the only agency authorized to further delegate waiver authority for engine runs and authorized personnel will be designated in writing to AMOPS.

3.10.2.2. Requests for transient aircraft engine runs above idle power between 2300L – 0600L will be forwarded through the 72 OSS/CC to the 72 ABW/CC for approval.

3.10.2.3. AMOPS will be notified of all after-hour engine runs with the following information; the approving authority, aircraft type, tail number, and location.

3.10.3. Engine Run Requirements. Aircraft maintenance engine runs will be manned and operated IAW organizational instructions. A qualified ground observer/fire guard with continuous communications to cockpit operator must be included in organizational instructions.

3.10.3.1. The engine run crew will establish direct radio contact with Ground Control prior to engine start, giving type aircraft, tail number, and location. Radio contact will be maintained throughout the engine run and Ground Control will be advised when the engine run has been terminated.

3.10.3.2. In restricted areas, Maintenance Control or the engine run crew will notify 72d Security Forces Squadron (72 SFS) prior to engine start.

3.10.4. Maintenance Engine Run Facilities and Locations. Engine run pads J-1 and J-2 are the preferred spots for maintenance engine runs above idle power. Maintenance engine runs

may be conducted on parking spot locations identified below and will be limited to as short a time as possible. The aircraft shall be positioned in normal parking configuration on marked nose gear spot. Each organization is responsible to ensure that maintenance and aircrew personnel are familiar with maintenance engine run locations and procedures. This will include jet blast effect criteria and jet engine thrust standoff requirements for airfield asphalt edge pavements contained in UFC 3-260-1, *Airfield and Heliport Planning and Design* and ETL 01-5, *Jet Engine Thrust Standoff Requirements for Airfield Asphalt Edge Pavements*. Engine run crews must ensure blast area is clear during entire engine run to prevent any FOD to aircraft, damage to other facilities, and injury to personnel. Also, ensure that a fuel truck is not within 100' of the aircraft.

3.10.4.1. 76 AMXG/OBO, 736-2500, controls all engine run spots/facilities on the ALC ramp and West ramp.

3.10.4.1.1. Maintenance engine runs above idle power using permanent blast deflectors are authorized on spots K-5, K-6 (no aircraft on K-7), K-7 (no aircraft on K-6), K-8, K-9, K-10 and K-11.

3.10.4.1.2. Maintenance engine runs above idle power using portable blast deflectors may be run on spots L-7, L-8, L-9, W-1, W-2, W-3, W-4, and W-5 in accordance with current 76 AMXG directives and [Attachment 13-1](#). Ground observer must maintain surveillance of area behind aircraft. When taxiing aircraft, vehicles, or personnel approach the engine run aircraft on the taxilane, the observer must signal for engine(s) to be cut back to idle power.

3.10.4.1.3. No engine will be run on spots L-1, L-2, L-3, L-4, L-5, M-1, M-2, M-3, M-4, M-5, N-1, N-2, N-3, and N-4. L-13 may be used to receive aircraft taxiing into ramp when directed by Maintenance Control Center.

3.10.4.2. MAC Ramp. When maintenance engine runs on the MAC ramp are contemplated, the Air Terminal Operations Center (ATOC) and/or appropriate contractor representative will ensure compliance with this instruction, safety and environmental requirements. Coordination and concurrence for engine runs on MAC ramp must be obtained from AMOPS.

3.10.4.2.1. Engine runs on MAC ramp spots 1 and 2 are limited to that required for engine start and taxi. No prolonged engine runs or maintenance on MAC ramp spots 1 and 2.

3.10.4.2.2. Engine runs on MAC ramp spots 3 and 4 are limited to idle power.

3.10.4.2.3. Engine runs above idle power may be made on MAC ramp spot 5; however, ground observer must maintain surveillance of taxilanes behind aircraft. When taxiing aircraft or vehicles approach the engine run aircraft on the taxilane, the observer must signal for engine(s) to be cut back to idle power.

3.10.4.3. Munitions Facility (TMF) Ramp. Engine runs are limited to idle power on both TMF spots F-1 and F-2.

3.10.4.4. 552 ACW North Ramp (Birdcage).

3.10.4.4.1. 552 ACW may conduct E-3 maintenance engine runs above idle power to 95% power on all spots on Bravo row except B-1 and B-9. B-1 is restricted to 70%

power and B-9 to idle power. Ground observer must maintain surveillance of taxilane behind aircraft and Twy B. When taxiing aircraft or vehicles approach on either the taxilane or Twy B, the observer must signal for engine(s) to be cut back to idle power.

3.10.4.4.2. E-3 engine runs on all spots on Alpha row are limited to idle power.

3.10.4.5. Romeo Ramp. This applies to parking spots loaned or used by another organization with aircraft parked on Romeo ramp.

3.10.4.5.1. Engine runs on Romeo spots R-1 through R-10 are limited to idle power. **CAUTION:** Users of aircraft on R-4 and R-5 must notify the Fire Department prior to engine start at these spots.

3.10.4.5.2. Engine runs above idle power to 95% power may run on Romeo spots R-11 and R-12; however, ground observer must maintain surveillance of taxilane and perimeter road behind aircraft. When taxiing aircraft or vehicles approach on the taxilane or vehicles on the perimeter road, the observer must signal engine(s) be cut back to idle power.

3.10.4.6. 507 ARW Reserve Ramp.

3.10.4.6.1. Engine runs on 507 ARW ramp parking spots D-1, D-2, D-3, D-4, D-5, C-1, C-3 and C-4 are limited to idle power.

3.10.4.6.2. High power engine runs may be run on spots C-2 and C-5. When spot C-5 is used the aircraft's tail will be slightly cocked in a northwest direction toward ramp entry taxiway. Ground observer must be used at all times during high power engine runs.

3.10.4.7. Navy Tango Ramp.

3.10.4.7.1. E-6 engine runs above idle power to 75% may be run on spots T1, T2, T3, T4, T5 and T6; however, ground observers must maintain surveillance of the taxilane behind the aircraft and the perimeter road north of the ramp area outlined below. E-6 engine runs on the same above spots may be run to 95% power when portable blast shields and ground observers are used and the taxilane behind the aircraft is closed to aircraft and vehicle operations. Spot T7 is limited to idle power.

3.10.4.7.2. Two safety observers will be placed on the perimeter road to protect pedestrian and vehicular traffic from jet blast effects. The perimeter road observers must have visual and radio contact with the long cord observer at the aircraft. When vehicle or pedestrian traffic is present, the perimeter observers will notify the long cord observer to cut back engine(s) to idle power. Traffic delays on the perimeter road will not be delayed more than five minutes.

3.10.4.8. Transient Ramps. Engine runs on all spots on Echo ramp, 245 ramp, grass row, fence row, and remote parking spots H-1 and H-2 are limited to idle power. Base and transient aircraft will avoid prolonged engine runs on the 245 ramp and north hammerhead. Aircraft using the north and south hammerheads for engine runs (up to 50%) or last chance inspections will point their aircraft nose southward away from the fire station to the maximum extent possible.

3.10.4.9. 10th Flight Test Squadron (10 FLTS), when operationally necessary and after coordination with AMOPS, may taxi aircraft for short engine runs/checks (extended runs excluded) to approach ends of Rwy 18/36 (traffic permitting) facing the runway heading; midfield Rwy 13/31 on concrete portion of runway; or approach ends Rwy 13/31 facing the runway heading.

3.10.4.10. Trim Pad Procedures. Use of engine run power pads J-1 and J-2 for engine runs above idle power are preferred because they provide better safety and environmental control. Using organizations will comply with the following:

3.10.4.10.1. Schedule use of trim pad spots with AMOPS as far in advance as practical.

3.10.4.10.2. Aircraft must be towed on to spots. Aircraft will not be left on these spots longer than 12 hours. If an extended occupancy is required, using organization will coordinate with AMOPS.

3.10.4.10.3. Using organizations will provide their own portable light units, fire extinguishers and other equipment as needed. During night operations, light units will be aimed so as not to create a hazard for aircraft in flight or taxiing.

3.10.4.10.4. Using organization will ensure the area is clean and all equipment is removed. when use is terminated. Report when vacating the spot(s) to AMOPS.

Chapter 4

AIRFIELD MANAGEMENT

4.1. Airfield Inspections. The purpose of airfield inspections/checks is to ensure the airfield is a safe and effective facility capable of supporting a variety of DoD flying missions. Of special interest are construction sites and pavement repair areas. These must be identified, barricaded and/or marked according to current directives. Additionally, BASH related inspections will be a special interest item during migratory season.

4.1.1. Inspections. The following agencies will conduct inspections as described below:

4.1.1.1. 72 ABW/CE will:

4.1.1.1.1. Perform daily inspections by qualified personnel of all airfield lighting systems to include components in “hard to access” areas located off the airfield. Inspection will ensure airfield lighting systems are frangible mounted and foundations do not extend more than three inches above the finished surface or surrounding area. Report daily inspection completion and status to AMOPS.

4.1.1.1.2. When construction is in progress on the airfield, periodic inspections shall be made to ensure areas under construction do not create unmarked hazards to aircraft or vehicles. Additionally, during contract construction, all excavations or closed areas shall be inspected at the end of the contractor workday to ensure contractual safety precautions are strictly enforced. In-house work on the airfield shall be closely monitored for strict compliance with safety regulations.

4.1.1.1.3. During grass growing season, inspect the condition of the grass for mowing or killing as necessary. Spray vegetation in pavement cracks and seals as required.

4.1.1.1.4. In conjunction with AMOPS, inspect closed areas for repair/construction prior to opening.

4.1.1.1.5. Periodically conduct inspections to ensure:

4.1.1.1.5.1. All airfield signs and markings meet location and design requirements,

4.1.1.1.5.2. Airfield lighting systems, markings and signs are properly maintained,

4.1.1.1.5.3. Trees/vegetation do not penetrate any imaginary surface or clear zones.

4.1.1.1.5.4. Pavement conditions meet criteria

4.1.1.2. 72 OSS:

4.1.1.2.1. The AFM or designated representative, shall perform a comprehensive daily airfield inspection IAW AFI 13-204V3, *Airfield Operations Procedures and Programs*, and internal operating procedures to include: runways, overruns, taxiways, parking aprons, markings, signs, wind cones, landing areas, airfield pavement areas, clear zone areas, and construction areas.

4.1.1.2.2. AMOPS personnel shall conduct airfield checks IAW AFI 13-204V3, *Airfield Operations Procedures and Programs*, and internal operating procedures once each shift or as required below to examine the primary takeoff, landing, and taxi surfaces.

4.1.1.2.2.1. In response to in-flight/ground emergencies

4.1.1.2.2.2. In determining RSC or RCR (see 4.10.)

4.1.1.2.2.3. FOD checks

4.1.1.2.2.4. BASH/habitat control. Refer to TAFB Plan 91-212, *Bird/Wildlife Aircraft Strike Hazard Plan*, for reporting procedures.

4.1.1.2.2.5. Periodic inspection of construction areas to ensure they do not present a hazard to aircraft operations.

4.1.1.2.2.6. Night airfield lighting check to include intensity levels and retroreflective markings will be accomplished daily.

4.1.1.2.2.7. In conjunction with 72 ABW/CE, inspect closed areas for repair/construction prior to opening.

4.1.1.2.2.8. Other events as necessary, i.e., wide body aircraft (C-5, C-17, DC-10) arrival/departure taxi route and runway used; severe weather; unauthorized landings.

4.1.2. Other Inspections. 72 ABW Safety Office (72 ABW/SE) will periodically monitor airfield status as outlined in AFI 91-202, *The U.S. Air Force Mishap Prevention Program*.

4.1.2.1. A joint airfield inspection comprised of representatives from AMOPS, AOF/CC, 72 ABW/SE (flight and ground), 72 ABW/CE (waivers/pavements), and 72 SFS is highly recommended. An emphasis will be on "mission impact" of affected area(s) before and after completion of any major airfield construction, changes or additions to the flying missions, or changes affecting existing aircraft parking/taxi procedures. The 72 ABW/CE Project Officer or AFM will schedule these inspections.

4.1.2.2. An annual Airfield Certification/Safety Inspection will be conducted IAW AFI 13-204V2, *Airfield Operations Standardizations and Evaluations*.

4.2. CE Airfield Support. CE will provide the following airfield support:

4.2.1. Maintain an airfield maintenance team IAW AFI 13-204V3, *Airfield Operations Procedures and Programs*. The airfield maintenance team will monitor pavement deterioration, schedule repairs, perform required maintenance and repair activities on a first priority basis. This team will provide updates and inputs to the AMOPS on a regular basis.

4.2.2. Sweepers to maintain and sweep areas on the airfield per coordinated sweeping schedule and as directed by AMOPS.

4.2.3. Mowers during grass growing season to maintain height of grass IAW TAFB Plan 91-212, *Bird/Wildlife Aircraft Strike Hazard*.

4.2.4. Ice control and snow removal from the airfield will be IAW TAFB Plan 32-1002, *Snow and Ice Control Plan*.

4.2.5. Establish a recurring budget and schedule for runway rubber removal and painting. Provide a copy of current budget/schedule to AMOPS.

4.2.6. Provide accurate runway, taxiway and ramp weight bearing restrictions.

4.2.7. Conduct inspections biannually or as directed by the AFM to assess the height of trees in/around airfield imaginary surfaces (i.e. clear zone, 50/1, etc) to ensure compliance with clearance requirements. After completion of the inspection, provide the AFM a written report of the results of the assessment.

4.2.8. Conduct runway friction testing IAW ETL 04-10, *Determining The Need for Runway Rubber Removal*, as necessary to determine need for removal of rubber deposits.

4.3. US Customs and Border Protection:

4.3.1. All aircraft arriving from foreign stations will be met for customs/agriculture inspection by US Customs and Border Protection inspectors or their representatives. AMOPS will be the only agency to notify US Customs and Border Protection of aircraft requiring customs/agriculture inspections. AMOPS will alert responding agencies at the earliest practical time and will pass changes of ETA/requirements as they become known. See Foreign Clearance Guide for Tinker AFB additional information.

4.3.2. Tinker units and CP will advise AMOPS of any known foreign station arrival a minimum of 72 hours in advance (24 hours in advance for exceptions listed in FCG) of type aircraft, call sign, tail number, departure location, people on board, and estimated arrival time. Advise AMOPS of any changes or updates as soon as they are available, especially ETA changes or Space-Available passengers.

4.4. News Media Flights in Tinker Airspace. News media flights in Tinker airspace for express purpose of aerial coverage of any event must have prior approval from 72 ABW Public Affairs Office (72 ABW/PA). 72 ABW/PA will contact Airfield Operations Flight (AOF) with aircraft call sign once approval is granted.

4.5. Flight Information Publication (FLIP) Changes. Tinker AFB AFMC FLIP accounts are maintained by AMOPS. To request changes, contact AMOPS at DSN 884-5328. Additional information regarding FLIP products can be found in DoD Flight Information Publication (enroute) IFR-Supplement and General Planning Guide.

4.6. Flight Plans.

4.6.1. Flight Plans will be IAW FLIP General Planning and AFI 11-202, Volume 3, *General Flight Rules*. All Tinker AFB flying organizations departing from Tinker will file with AMOPS in person, via fax (734-2043), or e-mail for their unit assigned aircraft. All other aircraft, including civilian, must file flight plan in person at AMOPS. Original flight plans will not be accepted by telephone or radio.

4.6.1.1. Units filing via fax must file a DD 175 no later than 30 minutes before the proposed departure time. DD Form 1801 must be received at AMOPS no later than two hours before proposed departure time. Units must call AMOPS at 734-2191 to confirm receipt and acceptance of the faxed flight plan(s). AMOPS will not process flight plans (except alert aircraft) until confirmation/acceptance call is received.

4.6.1.2. Stereo flight plans and canned flight plans may be activated either by telephone, facsimile, or in person (by pilot or SOF). Units that use canned flight plans are responsible to provide AMOPS with current canned flight plans.

4.6.1.3. Pilots flying on flight plans faxed to AMOPS are responsible for obtaining current weather briefings and NOTAMS/airfield information.

4.6.1.4. Units will retain the original copy of all flight plans faxed, e-mailed, or activated by telephone with AMOPS IAW AFI 13-204V3, *Airfield Operations Procedures and Programs*. In the event of an aircraft accident or incident, flight plans will be retained for a minimum of one year.

4.6.1.5. Flight plans will be made available for review by the AOF/CC or designated individual upon request.

4.6.1.6. In the event that the Aeronautical Information System Replacement (AISR) is out of service at Tinker AFB, AMOPS will contact the nearest Flight Service Station (FSS) or Ft Worth ARTCC directly to have the flight plan entered into the Air Traffic Control system.

4.6.2. Flight plans may be amended/re-filed with AMOPS on pilot-to-dispatch or landline providing the original flight plan is on file at AMOPS, or if AMOPS can verify with the original departure location that original flight plan was filed. Tower shall relay requests for amendments to AMOPS.

4.7. Notice to Airmen (NOTAM) Procedures.

4.7.1. Responsibilities:

4.7.1.1. AMOPS is designated the NOTAM issuing facility and is responsible for initiating and transmitting all NOTAMs pertaining to Tinker AFB. AMOPS is the NOTAM subject matter expert and acts as the primary POC.

4.7.1.2. Tower is designated as the NOTAM monitor facility and ensures AMOPS is notified of ATCALs interruptions and malfunctions.

4.7.2. Tower shall:

4.7.2.1. Report any changes to the operational status of Tinker ATCALs to AMOPS and FAA facilities via recorded landline. Include the estimated time of restoration if given. Immediately relay equipment status received from maintenance to AMOPS for possible NOTAM action.

4.7.2.2. Report any known or suspected change to the airfield status (runways, taxiways, lighting, etc.) that would affect aircraft operation to AMOPS.

4.7.2.3. Notify appropriate FAA agencies of all NOTAMs that could affect flying operations.

4.7.2.4. Verify NOTAMs with AMOPS each dayshift via intranet or landline when intranet is out of service.

4.7.3. AMOPS shall:

4.7.3.1. Determine if NOTAM action is required per NOTAM guidance.

4.7.3.2. Create, revise, or cancel all NOTAMs as required.

4.7.3.3. Notify agencies IAW AFI 13-204V3, *Airfield Operations Procedures and Programs*, and local instructions.

4.7.3.4. Verify active NOTAM log against published NOTAMs to ensure NOTAM accuracy daily.

4.8. Permanently Closed/Unusable Portions of Airfield. See DoD Flight Information Publications for permanently closed or unusable portions of the airfield. Aircraft movements will not operate on any closed or unusable portion of the airfield except aircraft tows may use non-operational areas that are designated by this instruction.

4.9. Permanent/Temporary Waivers. CE will initiate, coordinate and establish permanent/temporary waivers for construction projects that violate any airfield clearance criteria IAW UFC 3-260-01.

4.9.1. A complete list of permanent/temporary waivers is located with CE and AMOPS.

4.9.2. Waivers should document deviations and outline a plan to ensure safe airfield operations.

4.9.3. Temporary waivers must be submitted at least 45 days prior to start of project. Projects will not start until approved by 72 ABW/CC or HQ AFMC as appropriate.

4.9.4. Closed portions of the airfield.

4.9.4.1. Twy Mike is closed in order to support additional parking along West Ramp.

4.9.4.2. The southernmost portion of Twy Hotel, adjoining the 507 ARW Ramp Taxilane to the Compass Rose Pad, is closed due to deteriorated pavement. This segment of Twy Hotel is used for aircraft tow operations only.

4.9.4.3. The former segment of Twy Alpha, located on the east side of Rwy 18/36, is permanently closed.

4.10. Runway Surface Condition (RSC) and Runway Condition Reading (RCR). AMOPS determine RSC and RCR readings in accordance with AFI 13-204V3, Ch 18, *Airfield Operations Procedures and Programs* and TO 33-1-23. For breakdown and further guidance of RSC and RCR readings refer to Flight Information Handbook and appropriate aircraft manual.

4.11. Procedures for Airfield Restrictions and Closures. AMOPS has the authority to close, suspend and resume runway, taxiway, and ramp operations IAW procedures established in AFI 13-204V3, *Airfield Operations Procedures and Programs*.

4.11.1. AMOPS must temporarily suspend runway operations when any unsafe condition affects runway operations for short durations, such as FOD, bird/wildlife activity, snow and ice removal checks, and responses to in-flight emergencies. WS/SC may suspend runway operations when any unsafe condition affects runway operations.

4.11.2. AMOPS must temporarily close runway, taxiway, and/or ramp areas when any unsafe condition affects operations for extended periods (i.e. snow removal operations, airfield construction, pavement/repairs, etc.).

4.11.3. AMOPS will coordinate suspensions with the Tower. Airfield closures will be coordinated with flying units and base agencies. A NOTAM will be sent when required.

4.11.4. When a runway is closed/runway operations suspended, AMOPS will conduct a check of the runway and report the runway status, prior to opening/resuming runway operations.

4.11.5. The AFM or designated representative may authorize or prohibit low approaches, restricted low approaches and touch-and-go's as required.

4.12. Prior Permission Required (PPR) Procedures. Tinker AFB requires a PPR for all transient aircraft. AMOPS issues a PPR in accordance with AFI 13-204V3, *Airfield Operations Procedures and Programs*, and local operating instructions. All requests for PPRs will be directed to AMOPS.

4.13. Distinguished Visitor Notification Procedures. 72 OSS will follow distinguished visitor notification procedures IAW TAFBI 34-248, *Distinguished Visitor Greeter Program*.

4.14. FOD Procedures for B-1 Taxi and Launch. The following procedures are for notification, coordination, and specific duties and responsibilities of designated organizations to sweep the runway in use and portions of taxi route with FOD BOSS prior to an OC-ALC B-1 aircraft taxi or launch. These procedures must be flexible due to the unpredictable nature of aircraft to be functionally flight checked and will be followed to the greatest extent possible.

4.14.1. Purpose: To minimize the FOD potential for OC-ALC B-1 aircraft by using the FOD BOSS to sweep taxi routes and the runway in use at least 1 to 1-1/2 hours prior (or as close to launch time as possible) to each individual B-1 taxi or launch operation.

4.14.2. OC-ALC personnel will FOD BOSS sweep the taxi route and runway in use.

4.14.3. 76 AMXG Maintenance Operations Center (MOC) will:

4.14.3.1. Notify 565 AMXS Tool Crib, 566 AMXS Servicing Unit, and AMOPS as required approximately two hours prior to a planned B-1 taxi or launch

4.14.3.2. Notify 565 AMXS Tool Crib, 566 AMXS Servicing Unit, and AMOPS as required for any delays and cancellations as soon as possible.

4.14.3.3. 76 AMXG FOD BOSS will sweep the ALC ramp portion of the B-1 taxi route (ramp and portions of Twy D) for taxi and landing IAW local 76 AMXG procedures.

4.14.4. AMOPS will:

4.14.4.1. Notify the Tower of proposed FOD BOSS sweep operations.

4.14.4.2. Monitor FOD BOSS sweep operations.

4.14.5. Tower will:

4.14.5.1. Limit aircraft conducting practice approaches to low approaches at or above 500' AGL (recommend 1,000' AGL for heavy aircraft), or utilize the alternate runway during runway FOD BOSS sweep operations.

4.14.5.2. Direct FOD BOSS sweeper to exit the runway for full stop landings, departures and as necessary for operational requirements.

4.14.5.3. Approve B-1 departures to back taxi on runway in-use and to make 180 turn at the approach end of the runway; traffic permitting.

4.14.6. 10th Flight Test Squadron (10 FLTS) will:

4.14.6.1. Inform MOC of estimated B-1 landing times.

4.14.6.2. Limit use of taxi routes to those specifically swept by FOD BOSS.

4.14.6.3. Notify MOC prior to calling Tower for taxi clearance.

4.14.6.4. Inform MOC and AMOPS of delays.

4.14.6.5. Advise Tower if taxi will be delayed after being issued taxi clearance.

4.14.6.6. Ensure all B-1 aircrews, including transient are aware of established procedures.

4.15. Airfield Vehicle/Pedestrian Operations. TAFBI 13-202, *Airfield Driving Instruction*, addresses all airfield driving requirements, responsibilities, callsigns, and procedures.

4.16. Airfield Photography. All commanders in charge of restricted areas and/or controlled areas as identified by AFI 31-101 *Integrated Defense* or managing programs under DoD 5200.1-R, *Information Security Program*, are delegated the authority to permit official photographing and sketching within their areas of responsibility. TAFB Plan 31-101, *Integrated Defense Plan*, addresses all airfield photography requirements, responsibilities, and procedures.

Chapter 5

EMERGENCY PROCEDURES

5.1. Primary Crash Alarm System (PCAS). This system is comprised of voice equipment designed to provide automatic signaling from Tower to selected locations on base.

5.1.1. The PCAS is activated by Tower. Agencies with transmit and receive capabilities:

5.1.1.1. AMOPS.

5.1.1.2. Headquarters Fire Station (Fire Station No 1).

5.1.1.3. Flight Surgeon's Office (72 AMDS/SGPF).

5.1.1.3.1. During duty hours (0700L-1600L, Mon-Fri), the Ambulance Response Team will be located at the Flight Surgeon's Office.

5.1.1.3.2. During non-duty hours (1600L-0700L, Mon-Fri), weekends and holidays, the Ambulance Response Team will be located at Fire Station No 1, Building 117.

5.1.2. Tower will activate the PCAS for the following situations:

5.1.2.1. An aircraft emergency when declared by:

5.1.2.1.1. The pilot.

5.1.2.1.2. ATC facility.

5.1.2.1.3. Officials responsible for operation of aircraft.

5.1.2.2. Reports indicate that an aircraft has made a forced landing, is about to do so, or reports indicate a forced landing may be necessary.

5.1.2.3. Reports indicate that crew has abandoned the aircraft or is about to do so.

5.1.2.4. An emergency radar beacon is received on an aircraft inbound to Tinker or on the ground in the airport vicinity (see 6.10.).

5.1.2.5. Intercept or escort aircraft services are required.

5.1.2.6. The need for ground rescue appears likely.

5.1.2.7. Aircraft reporting an unsafe or uncertain landing gear position.

5.1.2.8. Hot brakes are declared or suspected.

5.1.2.9. Aircraft theft/hijacking is suspected.

5.1.2.10. Unauthorized movement of aircraft observed.

5.1.2.11. Aircraft mishap.

5.1.2.12. Aircraft with "hot tail hook".

5.1.2.13. Aircraft bomb threat.

5.1.2.14. No radio (NORDO) aircraft, if radio failure cannot be determined as the only problem.

5.1.2.15. Hung ordnance.

5.1.2.16. Hydrazine leaks.

5.1.2.17. Unauthorized landings

5.1.2.18. When the Watch Supervisor/Senior Controller (WS/SC) or AMOPS deems necessary.

5.1.3. Information will be relayed on the PCAS using 72 OSS Form O-65, *Aircraft Fire/Crash/Emergency Data*, that can be obtained from 72 OSS/OSA.

5.1.4. Upon activation, parties on the PCAS will pick up receiver and standby for the message. Do not interrupt the initial report. When message is completed, each station will be asked to verify receipt of message with their initials. Once this is complete, the Tower operator will ask if there are any questions. At this time, stations may request a repeat on any item that was missed in the initial report or other information they may require. When all parties are on the line, the following information will be relayed:

5.1.4.1. Identification.

5.1.4.2. Type aircraft.

5.1.4.3. Nature of emergency.

5.1.4.4. Pilot's intentions.

5.1.4.5. ETA.

5.1.4.6. Location.

5.1.4.7. Cargo net explosive weight, if applicable.

5.1.4.8. Current winds.

5.1.4.9. Number and location of personnel on board.

5.1.4.10. Fuel on board.

5.1.4.11. Anticipated landing runway.

5.1.5. Upon activation of the PCAS, Tower and concerned base agencies shall limit communication and notification to those agencies that are directly associated with timely relay of data and emergency response.

5.1.6. Offices on PCAS will develop and keep immediately available a checklist to record the information listed above during alarm system activation. Tower will test the PCAS daily between 0700 and 0730. Malfunctions will be reported to Computer Communications Support Desk (72 ABW/SCSN).

5.2. Secondary Crash Net (SCN). This system is comprised of voice equipment designed to transmit information critical to aircraft and airfield operations (e.g. hazardous weather warnings, in-flight emergencies, ground emergencies, Force Protection condition levels, Emergency Operation Center (EOC) activations/recalls, bomb threats or terrorist activities). Other forms of communication must be used to relay non-critical base information. These notices may be received from Tower or from off-base emergency type agencies (i.e. fire department/police/FAA facilities) reporting an inbound emergency or aircraft crash. Subordinate locations are provided

automatic signaling to advise SCN alarm activation. The control station of this system is located in AMOPS. Headquarters Fire Department (Building 117), serves as the alternate location for activation of the SCN.

5.2.1. All agencies with transmit and receive capabilities must be equipped with a noise-reduction feature (push-to-talk handsets or a filter) that filters out background noise. Agencies with transmit and receive capabilities:

- 5.2.1.1. 72 OSS/OSAM (AMOPS).
- 5.2.1.2. 72 ABW/CEF (Fire Department).
- 5.2.1.3. 72 AMDS/SGPF (Flight Surgeon Office).
- 5.2.1.4. 72 SFS (Security Forces).
- 5.2.1.5. 552 ACW/CP (Command Post).
- 5.2.1.6. 72 LRS/LGRD (Logistics Readiness).
- 5.2.1.7. 72 OSS/OSW (Weather Flight).
- 5.2.1.8. 72 ABW/CEC (Civil Engineers Customer Service).

5.2.2. Agencies with receive-only capability:

- 5.2.2.1. 72 ABW/SE (Safety Office).
- 5.2.2.2. 72 OSS/OSM (Transient Alert).
- 5.2.2.3. 10 FLTS (10th Flight Test Squadron).
- 5.2.2.4. 76 AMXG/OBO (Maintenance Operations Control Center Section).
- 5.2.2.5. 72 ABW/PA (Public Affairs).
- 5.2.2.6. 507 ARW/CP (Command Post).
- 5.2.2.7. SCW-1 (Navy Command Center).
- 5.2.2.8. 72 LRS/LRDF (Base Fuels).
- 5.2.2.9. 552 ACW/MOC (Maintenance Operations Center).
- 5.2.2.10. 72 FSS (Services).

5.2.3. Upon receipt of an emergency/crash notice (actual or exercise), AMOPS will signal all recipients on the system. The type of emergency/exercise identified and listed on 72 OSS Form O-65, *Aircraft Fire/Crash/Emergency Data*, will be read distinctly and chronologically. Personnel receiving information will listen and copy without interruption. Parties on the net will acknowledge receipt of message by giving their initials when called during roll call at the end of the message. Information will be repeated at the end of roll call if requested.

5.2.4. The secondary crash net will be used to pass initial data concerning in-flight/ground emergencies; initial exercise messages; updated information pertinent to emergencies; coordinates of a crash site or major accident; coordinates for ECP; termination; and weather warnings/watches. Once the EOC is formed, the secondary crash net will not be used as the primary means to update agencies.

5.2.5. AMOPS will test the secondary crash net daily between 0830L-0930L. Malfunctions will be reported immediately to Computer Communications Support Desk Computer Communications Support Desk (72 ABW/SCSN). Alternate location will be tested the first Wednesday of each month.

5.2.6. Receive and transmit capability on the SCN is limited by regulation to those activities having responsibilities directly related to an aircraft crash, major accident, severe weather, and activation of the EOC. Additional receive-only stations may be added to the SCN at the approval of the 72 OSS/CC.

5.2.7. When the SCN is activated for an emergency on the airdrome that is reported by other than Tower, AMOPS will notify Tower immediately.

5.3. In-Flight/Ground Emergency Procedures. Aircraft emergencies on or off base will be handled in accordance with this instruction, TAFB Plan 91-1, *Mishap Response Plan*, TAFB Plan 10-2, *Installation Emergency Management Plan (IEMP)*, and applicable local directives. When an in-flight emergency (IFE) or ground emergency (GE) is anticipated or declared, the PCAS will be activated immediately so appropriate response measures may be taken and applicable agencies notified. Emergency response procedures are:

5.3.1. When notified of an aircraft emergency, Fire Department emergency response vehicles and AMOPS vehicle will proceed to crash stations along the runway/taxiways. Other agencies will respond as follows:

5.3.1.1. Agencies will assemble at the intersection of Twy C and G or at the discretion of AMOPS and FD based on the nature/location of the emergency.

5.3.1.2. The Ambulance Response Vehicle will locate and remain adjacent to Fire Station No 1 (Bldg 117) until escorted to the emergency aircraft.

5.3.2. When an emergency aircraft is the next to land, Ground Control will transmit on 275.8 and 121.8, AMOPS FM net, and Crash FM; "NEXT AIRCRAFT TO LAND IS EMERGENCY AIRCRAFT."

5.3.3. After an emergency aircraft has completed landing roll and Ground Control receives the runway(#) from Local Control, they will transmit on 275.8/121.8, Ramp Net/Crash Net: "RUNWAY(#) OPERATIONS ARE SUSPENDED. CHIEF(#) AND AIRFIELD(#) PROCEED ON RUNWAY(#) AT (LOCATION)." Chief (#) will then direct all fire department assets as necessary. Chief(#) is the initial incident commander. Chief(#) is responsible for controlling fire department assets only. Incident commander responsibilities are IAW TAFB PLAN 10-2, *Comprehensive Emergency Management Plan*. Tower will ensure all other ground and air traffic does not interfere with emergency response efforts in progress. Airfield 3 or 4 will advise Ground Control that the emergency runway is closed as dictated by the emergency in progress (i.e., disabled aircraft on runway, barrier engagement, FOD on runway, etc.). All other responding vehicles/units will remain at the location specified in paragraphs 5.3.1.1., 5.3.1.2., and 5.3.1.3, and monitor the appropriate frequency until advised that the emergency aircraft is determined safe by Chief(#) or requested by Chief(#) to respond to Chief(#)’s location.

5.3.4. In the event Tower needs use of a runway (normally the non-emergency runway) for another emergency landing or a priority operation before the emergency aircraft is

determined safe by Chief(#), Ground Control will advise Airfield(#) of requirement. Airfield(#) will coordinate with Chief(#) and if the nature of the emergency allows tower's request and Airfield(#) has determined other airfield criteria are met for safe operations, then Airfield(#) will notify Ground Control when the requested runway can be used for flying operations. Chief(#) is responsible to ensure all fire/crash trucks and ambulances hold short of requested runway. When Airfield(#) is not available at the emergency site when Tower requires use of a runway, Ground Control may coordinate directly with Chief(#).

5.3.5. Chief(#) will advise Ground Control and Airfield(#) when the emergency aircraft is determined safe. Airfield(#), after coordination with Chief(#), will notify Ground Control when flying operations may resume to the non-emergency runway or both runways (if appropriate). Runway operations will remain suspended until Chief(#) determines adequate response resources are available. Chief(#) will ensure all fire/crash trucks and ambulances hold short of all runways.

5.3.6. When required to reduce transmissions on 275.8/121.8 or when requested by Ground Control or Airfield(#), emergency aircraft may be directed to change to UHF 372.2 or VHF 134.1.

5.3.6.1. Ground Control and Airfield(#) will notify all responding agencies of any frequency changes. Frequency changes that may inhibit emergency response are not authorized.

5.3.6.2. Once 552 ACW emergency aircraft have landed, they may request, from Tower, to communicate with Chief(#) or designated representative on the CP UHF frequency (primary 305.6/secondary 255.875). When requested, Ground Control shall transfer control of 552 ACW aircraft to Chief(#) or designated representative on 305.6/255.875. This will normally occur after the aircraft has exited the runway.

5.3.7. Chief(#) or designated representative will terminate the emergency and notify Airfield(#) and Ground Control. The emergency runway will remain closed until opened by Airfield(#). If situation warrants, Airfield(#) will coordinate with Chief(#) prior to opening portions or all taxiways and/or runways. Airfield(#) will notify Ground Control, Chief(#) and AMOPS when the emergency runway is opened. Tower will then determine the runway in use.

5.3.8. In the event of an aircraft crash or fire, servicing operations already underway will be stopped and fuel-servicing equipment will be disconnected. Upon notification of an IFE/GE, servicing operations already underway may be completed. In either scenario, no new servicing operations may be started without approval of Chief(#) or until the emergency has been terminated.

5.4. Aircraft Bomb Threats. When information is received regarding a bomb threat to an aircraft enroute to, or parked on, Tinker AFB, the following procedures apply:

5.4.1. Aircraft enroute to Tinker:

5.4.1.1. Tower will activate the PCAS. Surface winds permitting, aircraft will be directed to land on Rwy 18. Aircraft will be directed to and parked on the south hammerhead. If, for any reason, the south hammerhead is not feasible, the aircraft will be parked on Twy C between the multi-intersection and the hush house ([Attachment 4](#)).

Aircraft engines will be shut down and passengers and crew evacuated. If type of explosive is not known, a safe distance of 4,000' upwind of aircraft will be established. Once the type of explosive is determined, the incident commander may establish a smaller safe distance. Communication with the crew will be maintained via any available means until the crew leaves the aircraft.

5.4.1.2. AMOPS will activate the SCN.

5.4.1.3. The incident commander may direct a search of aircraft, and if required, request EOD/FBI assistance. Transient Alert, 507 ARW, 137 ARW, 552 ACW, and SCW-1 will, upon request, furnish appropriate personnel to act as technical advisors during the search.

5.4.2. Parked Aircraft. Should information be received that a bomb has been placed on a parked aircraft, the following procedures will apply:

5.4.2.1. AMOPS will:

5.4.2.1.1. Notify Tower.

5.4.2.1.2. Activate the SCN.

5.4.2.2. Incident commander will direct evacuation from nearby areas to a safe distance according to AFMAN 91-201, *Explosives Safety Standards*, direct a search of aircraft, and if required, request EOD/FBI assistance.

5.4.2.3. At the direction of the incident commander, maintenance personnel will tow aircraft to an isolated area on the airfield.

5.5. Airborne Chase Aircraft Emergency Assistance. A decision to request or render chase aircraft assistance will be tempered by sound judgment, a thorough evaluation of conditions, and the alternatives available. Commanders, 10 FLTS, 507 ARW, 137 ARW, SCW-1, and 552 ACW will:

5.5.1. Designate approval authority for authorizing use of chase aircraft.

5.5.2. Determine qualifications of chase pilots.

5.5.3. Establish procedures to ensure safe operations.

5.6. Hydrazine Procedures. Suspected or actual hydrazine leaks and fired emergency power units (EPU) will be handled as emergencies. After notifying Tower, pilot will be directed to taxi to the nearest hydrazine impoundment area ([Attachment 4](#)) and park aircraft with the nose facing into the wind and await action from the Fire Department. The hydrazine impoundment locations are:

5.6.1. Twy E between Twy G and Rwy 18/36.

5.6.2. Twy B, between Twy G and Rwy 18/36.

5.6.3. Transient Munitions Facility.

5.7. Single Frequency Emergency Approach (SFA) Procedures.

5.7.1. The use of the UHF frequency 354.125 designated for SFA, will be used by the Fire Department only when ATC has relinquished the frequency, unless another emergency exists.

5.7.2. OKC Approach Control will notify Tower of an inbound IFE utilizing the SFA frequency. Local Control will select and monitor 354.125 on the UHF multi-channel radio (ensure only receiver is enabled) until advised by Approach that the aircraft is under Tower control (enable transmitter).

5.7.3. When IFE aircraft comes to a complete stop or is off the active runway, Chief(#) and SOF may talk to the emergency aircraft when authorized by Local Control to facilitate termination of the emergency situation. Local Control will release the SFA frequency to Ground Control/Chief(#)/SOF. Chief(#) and SOF will not give ATC instructions or interfere with ATC functions. Non-ATC agencies will not give ATC instructions and will adhere to the requirements in paragraph 2.15. and AFI 13-204V3, *Airfield Operations Procedures and Programs*.

5.7.4. When Chief(#) terminates the emergency and releases the SFA frequency to Tower, Ground Control will notify OKC Approach Control, via the data ring line, that SFA frequency is no longer needed.

5.7.5. Multiple IFEs or VHF only aircraft will be handled via standard Tower frequencies.

5.8. In-flight Landing Gear Inspection. When a pilot reports a landing gear malfunction and requests a visual check, the following procedures will apply:

5.8.1. Tower will:

5.8.1.1. Activate the PCAS.

5.8.1.2. Determine pilot's desires concerning gear pin installation and taxiing/towing to parking, and relay to appropriate emergency agencies.

5.9. Hot Brakes. If an aircraft is discovered with or is suspected of having hot brakes, or if smoke/fire is observed in aircraft landing gear area, the following procedures apply:

5.9.1. If Tower personnel observe smoke/fire in aircraft landing gear area; or, receive notification from a pilot that hot brakes are suspected, they will activate the PCAS, and if able, request the pilot taxi to the nearest hot brakes area ([Attachment 4](#)) and stand by for an inspection of the aircraft by the Fire Department.

5.9.2. AMOPS will, upon receipt of call over the PCAS, activate the SCN and handle as an aircraft emergency.

5.9.3. Senior fire protection officer will dispatch firefighters and equipment to inspect aircraft and contain the hot brakes situation whether fire is evident or not.

5.9.4. Aircrew members:

5.9.4.1. Pilots suspecting aircraft has hot brakes will notify Tower, and if possible, clear the runway and stand by for aircraft inspection.

5.9.4.2. Pilots having hot brakes will shut down engines upon direction of Chief(#). Evacuation of crew/passengers from the immediate area will be at the discretion of the aircraft commander. If a hot brakes condition is confirmed not to exist, the aircraft will be released to the owning organization for return to their parking ramp. **WARNING:** Brakes may not reach maximum temperature for 15-30 minutes after maximum braking. Always approach hot brakes from front or rear of aircraft, never from the side. Also, a

long taxi route after landing increases brake temperatures. Maintenance personnel should always check landing gear for evidence of hot brakes before allowing anyone near the aircraft.

5.10. Controlled Bailout. If an IFE requires an aircrew to abandon aircraft and the aircraft can be maneuvered to the bailout area, the following procedures will apply:

5.10.1. Emergency Transmission. Set the IFF/SIF to “Emergency,” Mode 3, on code 7700.

5.10.2. Bailout Procedure. The controlled bailout area is 17 DME on the Tinker TACAN 145 radial (35 11’N, 97 12’W), on a southeasterly heading.

5.10.3. If aircrew is unable to maneuver aircraft to the defined bailout area, Tower will relay approximate location of bailout to concerned agencies.

5.11. Hung Ordnance, Unexpended Ordnance, and Hot Guns.

5.11.1. Hung ordnance:

5.11.1.1. Hung ordnance will be considered and handled as an emergency. Tower and/or OKC Approach Control will direct aircraft with hung ordnance over sparsely populated areas as much as possible during approach to Tinker AFB.

5.11.1.2. After landing, Tower will direct aircraft to the departure end hammerhead ([Attachment 4](#)) for de-arming. Other aircraft/vehicles/personnel will be cleared from the area prior to the aircraft arrival.

5.11.2. Unexpended Ordnance. Aircraft landing at Tinker AFB with unexpended ordnance will be held on the departure end hammerhead ([Attachment 4](#)) until safe/de-armed.

5.11.3. Hot Guns. Defined as forward firing ordnance which has been armed and requires ground safety/de-arming. Tower will direct the aircraft to the designated Arm/De-Arm area for the runway in use.

5.11.4. Arm/De-Arm Areas. The areas described below will be used for arming aircraft prior to takeoff and de-arming them after landing ([Attachment 4](#)).

5.11.4.1. Rwy 18/36. North and south hammerheads on a heading of 180 degrees. **NOTE:** During the arming procedure of forward firing ordnance on the north hammerhead, no traffic, either aircraft or vehicular, will be permitted on Twy A or on Twy B east of Twy G.

5.11.4.2. Rwy 31. Aircraft will be armed on Twy EE, on a heading of 180 degrees.

5.11.4.3. Rwy 13.

5.11.4.3.1. Aircraft will be de-armed on Twy EE, on a heading of 180 degrees.

5.11.4.3.2. Alternate De-Arm Area is located on south Twy H. Aircraft will be on a heading of 310 degrees.

5.11.5. Parking of transient aircraft. Tinker has no capability for routine handling of transient fighter aircraft that are loaded with live ordnance. Parking of such aircraft that land at Tinker subsequent to an emergency or weather diversion will be as follows:

5.11.5.1. If de-arming is not possible, aircraft will be towed/taxied to parking spot H-2 on Twy H via the route of least exposure to personnel/vehicles/facilities. Aircraft will be parked on a heading of 150 degrees.

5.11.5.2. AMOPS will contact Weapons Safety Function (72 ABW/SEW) for further guidance.

5.11.5.3. If ordnance is safe/de-armed, aircraft may be parked with other aircraft.

Chapter 6

ABNORMAL/SPECIAL OPERATIONS

6.1. Controlled Departures. Flying units must notify AMOPS a minimum of two hours in advance of all controlled departures to meet mission requirements (i.e. air refueling). AMOPS will pass notification of controlled departure times to Tower. Without proper notification, aircraft may encounter ground delay.

6.2. E-3 “Live Fire” Procedures. Due to the hazardous nature of ground operation of the E-3 surveillance radar, all such operations will only be performed after approval/coordination with AMOPS. This approval/coordination will be accomplished at least 12 hours in advance. Rwy 18/36 must be the runway in use during “Live Fire”. Change to Rwy 13/31 as runway in use will terminate any “Live Fire”. Weather minimums of three miles visibility, ceiling 1,000’ AGL and 1,300’ visual clearance in main beam path must be available before and during “Live Fire” operations. The personnel hazard area extends from aircraft to 1,300’ in the main beam area and has a 30 degree divergence. Lower weather minimums may apply for special operations after prior coordination. The preferred times are during nighttime hours. **EXCEPTION:** Live fires may be conducted when Rwy 13/31 is runway in use after nighttime flying hours are completed.

6.2.1. Unit conducting “Live Fire” will:

6.2.1.1. As soon as approval for “Live Fire” is obtained, notify 72 ABW/SE and AMOPS of tail number, location and estimated start/stop times of impending “Live Fire.” Any special restrictions, considerations, etc., will be passed to AMOPS.

6.2.1.2. Ensure the aircraft is physically positioned to accommodate radar transmission into an approved “Live Fire” zone ([Attachment 4](#)). Aircraft will be parked on Bravo Row (parking spots B-2 to B-9), the radar beam aimed to the west of the multiple intersection of Twy K, H, C and Rwy 13/31. “Live Fire” from south ramp will be from Romeo Row spot 1, with the radar beam directed north, parallel to Twy G. Vehicles/personnel may transit the ground “Live Fire” zone during the “Live Fire” without shutting down the radar, provided they come no closer than 1,300’.

6.2.1.3. Provide supplemental lighting of the ground “Live Fire” zone at night.

6.2.1.4. Verify weather minimums exist; three miles visibility, ceilings of at least 1,000’ AGL and 1,300’ visual clearance in main beam path.

6.2.1.5. Verify Rwy 18/36 in use or schedule after nighttime flying is completed when Rwy 13/31 is runway in use.

6.2.1.6. Obtain final authorization from Tower.

6.2.1.7. Continuously monitor UHF/VHF/FM radio communications with Tower and monitor taxiways for vehicles entering the area.

6.2.1.8. Upon initiation and completion of live fires, notify all maintenance nets, MS supervisor, Security Forces, AMOPS and Tower.

6.2.2. Tower will:

6.2.2.1. After notification from AMOPS, make appropriate ATIS advisory of approximate time.

6.2.2.2. After notification from unit conducting “Live Fire” and AMOPS approval is received, broadcast on Ground Control frequencies and FM radios: “LIVE FIRE IN PROGRESS. TAXIWAYS (Bravo, Kilo, Hotel, and Mike taxilane or Echo and Golf) CLOSED.”

6.2.2.3. Ensure appropriate taxiways and airspace west of Rwy 18/36 below 3,000’ MSL are clear.

6.2.2.4. Advise “Live Fire” personnel to begin test.

6.2.2.5. When notified of termination and AMOPS approval is received, broadcast the following on Ground Control frequencies and FM radios: “LIVE FIRE TERMINATED. TAXIWAYS (Bravo, Charlie, Kilo, Hotel, and Mike or Echo, Delta, and Golf) OPEN.”

6.2.2.6. Terminate ATIS advisory.

6.2.2.7. Advise AMOPS.

6.2.3. “Live Fire” may be delayed for taxiing or airborne aircraft, if necessary.

6.2.4. “Live Fire” will be scheduled during periods of slow flying activity and/or during night quiet hours (2300L-0600L).

6.3. Military Air Evacuation/Civil Ambulatory Flights. Tower will provide a 10 mile notification to AMOPS of all arriving military air evacuation and civil MEDEVAC flights immediately after initial contact and will relay information requested by the pilot. AMOPS will notify Fire Department, Transient Alert and other agencies as necessary.

6.4. Alert Missions.

6.4.1. Strategic Airborne Command Post (USSTRATCOM ABNCP) Alert. See TAFB Plan 11-4, *Reflex Delta*. This plan describes the support that will be provided to host and beddown the Airborne Command Post (ABNCP) aircraft. The plan will be implemented in the event of a weather divert, terrorist threat, or other conditions which may necessitate the relocation of aircraft.

6.4.2. 507th Air Refueling Wing Alert.

6.4.2.1. 507 ARW maintains a 24-hour day-to-day alert commitment with one aircraft and crew.

6.4.2.2. 507 ARW Command Post is the central point of contact regarding ground movement and launch of mission aircraft.

6.4.2.3. Circumstances could arise, exercise or real-world, where this commitment could increase significantly. 507 ARW Plans Office (507 ARW/XPO) coordinates with all affected base agencies when this occurs.

6.4.3. 552d Air Control Wing Alert. CP is the central point of contact regarding ground movement and launch of mission aircraft.

6.5. Drag Chute Jettison/Recovery.

6.5.1. Jettison. The following procedures apply:

6.5.1.1. Low Wind/Dry Surface. Pilots will normally retain drag chutes to the parking area.

6.5.1.2. High Wind/Dry Surface. Pilots will clear the runway and release chute downwind in a manner that will keep it off any taxiway or runway.

6.5.1.3. Low or High Wind/Slick Surface. During inclement weather, pilots may elect to jettison the chute at any point during landing/taxi operations. After exercising this option, the pilot will immediately notify Tower so the chute can be recovered as quickly as possible. Tower and/or AMOPS may suspend operations in the area until the chute is recovered.

6.5.1.4. B-52 pilots may elect to jettison chutes on the runway if wind speed is greater than 15 knots and the turn off places the wind direction at more than 90 degrees to the aircraft. The pilot should advise Tower in advance, if possible, to expedite chute recovery.

6.5.2. If transient pilots are unable to retain chutes until reaching the parking area, Tower will:

6.5.2.1. Attempt to locate the chute to ensure it is clear of aircraft movement area. If the chute is not clear of runways/taxiways or its' position cannot be determined, Tower will suspend operations to the runway/taxiway until the chute is located or recovered.

6.5.2.2. Approve taxi operations in the area of jettisoned chute, if pilot reports chute is in sight and will not create a safety hazard.

6.5.3. Recovery. When notified by Tower of approximate position of a jettisoned chute, AMOPS will contact the appropriate agency and request recovery action.

6.5.3.1. Transient Alert Function is responsible for recovery of all drag chutes jettisoned by transient aircraft.

6.5.3.2. Services Section (76 AMXG/566 AMXS/MXDVAC) is responsible for recovery of drag chutes of 10 FLTS and 76 AMXG delivery aircraft.

6.6. Aircraft Theft/Hijack Prevention. Early detection of unauthorized acts is key to preventing attempts to seize aircraft.

6.6.1. Tower will:

6.6.1.1. Prior to issuing taxi clearance, confirm request with a Flight Strip or through AMOPS.

6.6.1.2. Withhold taxi clearance if authorization is not confirmed.

6.6.1.3. Take action as directed in TAFB Plan 13-207, *Aircraft Theft/Hijacking* and FAAO JO 7610.4, *Special Operations*.

6.6.2. Prior to requesting approval from Tower to taxi/tow aircraft for maintenance purposes, responsible agency/unit will advise AMOPS of the proposed operation. AMOPS will then coordinate taxi/tow operations with Tower. 76 AMXG Maintenance may move non-

operational aircraft (no wings, no engines) within their ramp area without approval from Tower.

6.6.3. Priority aircraft must pre-coordinate their movement through the Incident Commander.

6.7. Tower Evacuation/Continuity of Air Traffic Services.

6.7.1. Notification. In the event Tower must evacuate, the WS/SC will ensure (time permitting), the PCAS is activated and all agencies advised: "TINKER TOWER IS EVACUATING DUE TO (reason)." If applicable, "TOWER PERSONNEL WILL RELOCATE TO THE ALTERNATE CONTROL FACILITY."

6.7.2. Tower will be evacuated under the following circumstances:

6.7.2.1. Tornado activity in the vicinity of Tinker AFB (approximately 5 miles) or wind speed of 50 knots and forecasted to increase to 60 knots (Tower structural wind limitation is 60 knots). For an immediate threatening weather situation, Tower personnel will evacuate and take shelter. Upon receiving the "all clear" signal, the WS/SC will direct the return to Tower or activate the Alternate Control Facility (ACF) as necessary IAW approved facility instructions.

6.7.2.2. When any situation, in the opinion of the WS/SC, that threatens safety. An evacuation due to circumstances other than weather, Tower personnel will evacuate to the ACF IAW approved facility instructions.

6.7.3. Continuity of Air Traffic Services. The ACF is located at the main fire department (Building 117). Due to limited capability at the ACF, the following restrictions and procedures will apply:

6.7.3.1. Operations will be limited to full stop arrivals and departures only. Rwy 13/31 will only be available for emergency arrivals when crosswind prohibit using Rwy 18/36.

6.7.3.2. The ACF may not always be able to see the entire length of the active runway to ensure it is clear of vehicles, animals, etc. Under such circumstances, the ACF will provide an advisory stating a portion of the runway or aircraft not in sight and that landing/departure will be at their own risk.

6.7.3.3. Vehicle operations will be conducted on the FM ramp net.

6.7.3.4. Recording of ATC communications will not be available.

6.7.3.5. Tinker NAVAIDs are equipped with internal monitors and may continue to be used as long as pilot or maintenance reports indicate the equipment is operating properly.

6.7.3.6. Upon utilization of the ACF by ATC or AMOPS, the 552 ACW SOF will vacate the facility.

6.7.4. When the ACF is activated, AMOPS will:

6.7.4.1. Impose official business only (OBO) restriction on all inbound flights.

6.7.4.2. Advise local flying organizations and transient aircrews of ongoing actions.

6.7.4.3. Send the following NOTAMS:

6.7.4.3.1. Aerodrome Official Business Only, ATC operating at alternate facility, only full stop arrivals/departures authorized, no practice approaches.

6.7.4.3.2. NAVAIDS Unmonitored.

6.7.4.3.3. ATC does not have direct control of airfield lighting, coordination required when operating or changing intensity levels, expect slight delay.

6.8. Evacuation of AMOPS Facilities. AMOPS will evacuate to the alternate facility located adjacent to Compass Rose (Building 1027) when directed by higher authority in the event of fire, bomb threat, extended period of power failure, chemical spill, hydrazine event, etc.

6.8.1. Notify Fire Department, Control Tower and Command Post of pending evacuation. Ensure AMOPS safe is locked.

6.8.2. Secure the evacuation kit, cell phone, LMR radios, QRC and OI binders, and a printed copy of current traffic log and checklist, if time permits.

6.8.3. Take both AMOPS vehicles. Upon arrival at the alternate facility, activate the alternate SCN and advise agencies AMOPS has evacuated to alternate facility. Send NOTAM of AMOPS temporary location.

6.8.4. AMOPS will continue to provide flight planning, flight following, SCN and NOTAM services for Tinker AFB from the alternate facility.

6.8.5. When notified by higher authority that it is safe to return to the normal AMOPS facility (Building 240), notify Control Tower and Command Post of pending return.

6.8.6. Upon arrival at Building 240 facility, activate SCN to advise all agencies of AMOPS return to normal location and cancel NOTAM.

6.9. Disaster/Exercise/Runway Construction Operations.

6.9.1. AMOPS is authorized to restrict aircraft operations in the interest of safety during a disaster/exercise or during runway construction. Time permitting, coordination with all flying units will be accomplished prior to establishing restrictions. Normally, low approaches will be restricted to 500' AGL. Sufficient runway length will be made available during large aircraft or heavyweight departures, if possible, to preclude mission degradation or cancellation.

6.9.2. AMOPS personnel will check the runway to ensure all personnel and equipment are off when recovering airborne emergencies.

6.10. Emergency Locator Transmitter (ELT) Tests and Response Procedures.

6.10.1. Upon detection of an unscheduled ELT, Tower will notify:

6.10.1.1. AMOPS.

6.10.1.2. OKC Approach Control for relay to Fort Worth ARTCC.

6.10.2. Upon notification that an unscheduled ELT is being received, AMOPS will notify and/or coordinate with:

6.10.2.1. ALC Egress Shop (552 ACW/CPM).

6.10.2.2. Parachute Shop.

- 6.10.2.3. OC-ALC Maintenance Control (Big Red); notify 10 FLTS Life Support during after duty hours.
- 6.10.2.4. 10 FLTS Life Support.
- 6.10.2.5. 507 ARW Command Post.
- 6.10.2.6. Navy VQ-4 Maintenance Control Center (739-3241) or VQ-3 Maintenance Control Center (739-4595), who will notify the standby Survival Equipment Specialist to conduct a search within the Navy facility.
- 6.10.2.7. Any other base agency that would be helpful in locating the signal source.
- 6.10.2.8. Each unit will conduct a search of their aircraft/equipment and silence the ELT, if found. Notify AMOPS when the search is completed and/or ELT found and silenced.
- 6.10.2.9. If the ELT is identified as an aircraft accident and/or a pilot ejection, request Tower activate the PCAS.
- 6.10.2.10. Relay periodic progress reports to ARTCC on locating and silencing errant ELTs.
- 6.10.3. If an ELT appears to be off-base or an actual distress signal, AMOPS will coordinate with the following agencies:
 - 6.10.3.1. FAA Flight Service.
 - 6.10.3.2. OKC Approach Control.
 - 6.10.3.3. ARTCC Watch Supervisor.
 - 6.10.3.4. Air Force Rescue Coordination Center.
 - 6.10.3.5. CP.
- 6.10.4. Upon termination of a reported ELT, Tower will notify:
 - 6.10.4.1. AMOPS.
 - 6.10.4.2. OKC Approach Control for relay to Fort Worth ARTCC.
- 6.10.5. Search will be terminated when ELT is located and silenced. Upon termination of reported ELT, AMOPS will notify all agencies in paragraph 6.11.2.
- 6.10.6. ELT Tests. Policy for conducting operational tests of ELT beacon signals is as follows:
 - 6.10.6.1. Normal test period: Limited to three audio sweeps within the first five minutes of the hour.
 - 6.10.6.2. Tests conducted outside the first five minutes of the hour:
 - 6.10.6.2.1. Limited to aircraft, which would experience a launch delay if the test were postponed until the first five minutes of the next hour.
 - 6.10.6.2.2. Aircrew must receive approval from Tower (Ground Control) before conducting the test.

6.10.6.2.3. All tests must be limited to three audio sweeps. Anything more than three sweeps requires Tower and OKC Approach Control to immediately notify area facilities. **NOTE:** Tower controller workload may necessitate delay in issuing test approval.

6.11. Aircraft Dangerous/Hazardous Cargo Loading/Off-Loading Areas. Ammunition and explosives of class 1.1, 1.2, 1.3 or 1.4 will be placed at the TMF or at alternate sites, as specified in tables 6.1, 6.2, and 6.3. Use of the alternate spots including spot F-1 in the TMF requires prior coordination through AMOPS, Base Weapons Safety Manager and approval from the ABW/CC before aircraft may be parked on the alternate spots.

6.11.1. Explosive limits for primary parking spot F-2 at TMF is specified in Table 6.1.

6.11.2. Environmental protection restrictions prohibit aircraft fueling, de-fueling or de-icing on the TMF.

6.11.3. Alternate loading sites are spot H-2, located on Twy H, 1,250' northeast of the multiple intersection, spot F-1 located in the TMF and designated parking spots on the MAC ramp. Table 6.3 specifies explosive limits for spot H-2 and table 6.3 gives explosive limits for designated spots on the MAC ramp.

6.11.3.1. Aircraft Dangerous/Hazardous Cargo Loading/Off-Loading Areas are F-2, H-2, and MAC Ramp spots 3-5.

6.11.4. Transient Alert will place appropriate fire symbol placards near explosives loaded aircraft. Fire symbol placards will be visible from all aircraft approach areas.

6.11.5. Explosives shipments exceeding above explosive limits are not acceptable. MAJCOM approval is required for all explosive shipments exceeding the above limits.

6.11.6. AMOPS is the single point of contact for information and coordination of all aircraft arriving/departing Tinker AFB carrying hazardous cargo. Base agencies will notify AMOPS of any planned flights with hazardous cargo. AMOPS will use 72 OSS Form 0-135, *Hazardous Cargo Information*, for notifying affected base agencies.

6.11.7. If an aircraft is parked on F-1, the Rwy 36 glideslope is made unusable. AMOPS will submit a NOTAM.

Table 6.1. Primary Aircraft Explosive Cargo Parking Spot (F-2)

Hazardous Class/Division	NEW QD Limits
(12)1.1	30,000 lbs NEW
1.2.1>450**	30,000 lbs NEW
*(12)1.2.3<450**	30,000 lbs NEW
1.3	30,000 lbs NEW
1.4	30,000 lbs NEW
*Hazard Fragmentation Distance	
**Maximum Credible Event	

Table 6.2. Alternate Aircraft Explosive Cargo Parking Spot (H-2)

Hazardous Class/Division	NEW QD Limits
*(12)1.1	12,690 lbs NEW
1.2.1>203**	3,806 lbs NEW
1.2.2	500,000 lbs NEW
*(09)1.2.3≤203**	500,000 lbs NEW
1.3	500,000 lbs NEW
1.4	Capacity
*Hazard Fragmentation Distance	
**Maximum Credible Event	

Table 6.3. Alternate Aircraft Explosive Cargo Parking Spots (MAC Ramp)

Hazardous Class/Division	Spot	NEW QD Limits
1.3	3	6,000 lbs NEW
	4	10,000 lbs NEW
	5	30,000 lbs NEW
1.4	3-5	Capacity

6.12. External Stores Jettison. The following procedures will be used when circumstances do not dictate an immediate requirement to jettison external stores.

6.12.1. During Day VMC, aircraft commander will:

6.12.1.1. If under Tower control, advise Tower of the requirement to jettison external stores.

6.12.1.2. Ensure OKC Approach Control has positive radar identification enroute to the jettison area.

6.12.1.3. Establish aircraft flight manual airspeed and altitude (2,800' MSL recommended) prior to entering the jettison area.

6.12.1.4. Establish, if possible, a southerly heading (ground track 176 degrees magnetic) aligned with the South Canadian River at a point approximately 5.5 NM northwest of Westheimer Airport, Norman, Oklahoma (Drop Zone defined: The north edge of the drop zone centerline starts at the Tinker TACAN 221 radial at 12.6 DME either side of centerline).

6.12.1.5. Visually clear intended drop area and jettison stores when the north edge of the sandbar passes under the aircraft.

6.12.2. During Night VMC or during IMC, aircraft commander will:

6.12.2.1. Advise Tower of requirement to jettison external stores.

6.12.2.2. Request OKC Approach Control issue radar vectors throughout the mission. Aircraft commander will jettison the stores upon notification that the aircraft has entered the drop area.

6.12.3. After landing at Tinker, the pilot in command will advise CP of the jettison activity. The pilot will also file a report with Environmental Compliance Division (72 ABW/CE).

6.13. Fuel Dumping. Aircraft commander is authorized to dump fuel when an emergency situation or operational necessity requires a reduction of gross weight as a critical factor in the safe recovery of personnel/aircraft. If time and aircraft capability permit, fuel will be dumped on the Tinker TACAN 145 radial between 17 and 32 NM according to aircraft flight manual procedures. Due to the hazardous nature of aviation fuels, fuel dumping should not be accomplished below 5,000' AGL and whenever possible above 20,000' AGL.

6.13.1. During Day VMC, if under Tower control, aircraft commander will advise Tower of the requirement to use the fuel dump area.

6.13.2. During Night VMC or during IMC, aircraft commander will:

6.13.2.1. If under Tower control, advise Tower of the requirement to use the fuel dump area.

6.13.2.2. Dump fuel upon entering the fuel dump area.

6.13.3. After dumping fuel or jettisoning external stores, the pilot in command will provide a written report to Environmental Compliance Division (72 ABW/CE) within two working days. The report must cover the following items:

6.13.3.1. Date and time of release.

6.13.3.2. Location of release (if dumped fuel, specify ground track).

6.13.3.3. Altitude at which release occurred.

6.13.3.4. Type of release (i.e., fuel, fuel tank, ordnance, or other).

6.13.3.5. If fuel was dumped, type and amount of fuel.

6.13.3.6. Brief description of emergency requiring release.

6.14. Hot Tail Hook. The following procedures apply when aircraft land with an extended tail hook:

6.14.1. When Tower is notified a pilot will land with an extended tail hook, treat the aircraft as an emergency.

6.14.2. Upon completion of landing roll, Tower will direct aircraft to the nearest HOT TAIL HOOK area ([Attachment 4](#)) or as directed by the Fire Department.

6.14.3. Under normal operations, pilots will not attempt to taxi until the hook has been cooled and re-cocked.

6.15. Emergency Security Control of Air Traffic (ESCAT). Pilots will be familiar with the contents of TAFB Plan 13-245, *ESCAT – Emergency Security Control of Air Traffic*. Implementation of ESCAT will normally be subsequent to declaration of Defense/Air Defense Emergency.

6.16. Unscheduled/Unauthorized Landing. The following procedures apply to unscheduled/ unauthorized aircraft landings at Tinker:

6.16.1. Tower will activate the PCAS.

6.16.2. All unscheduled/unauthorized landings will be treated as potential hostile threats until proven otherwise.

6.16.3. Offending aircraft will not move beyond clearing the runway, where it will be met by representatives of AMOPS and Security Forces. Refer to AFI 10-1001, *Civil Aircraft Landing Permits*, for basic fees/handling of unauthorized landings.

6.16.4. 72 SFS will render additional assistance as requested by AMOPS.

6.17. Lost Communications Instructions. In the event of lost communications, pilots/controllers will follow procedures IAW Aeronautical Information Manual (AIM) paragraph 4-2-13, *Communications with Tower when Aircraft Transmitter or Receiver or Both are Inoperative*, and FAAO JO 7110.65, *Air Traffic Control*, paragraphs 10-4-4, *Communications Failure*, and 3-2-3, *Receiver-Only Acknowledgment*.

6.18. Aircraft Rescue Fire Fighting (ARFF) Capability.

6.18.1. Terminology:

6.18.1.1. ARFF Full Protection – no restrictions (knockdown, re-supply and rescue available)

6.18.1.2. ARFF Degraded Protection (due manning shortage) – knockdown available, limited re-supply and no rescue

6.18.1.3. ARFF Degraded Protection (due equipment shortage) – knockdown available, limited re-supply and limited rescue

6.18.1.4. ARFF Minimal Protection (due manning shortage) – knockdown available, no re-supply and no rescue

6.18.1.5. ARFF Minimal Protection (due equipment shortage) – knockdown available, no re-supply and limited rescue

6.18.1.6. ARFF No Support – Fire Department cannot supply any incidents

6.18.2. Procedures. The Fire Department will notify AMOPS when ARFF capability has changed. AMOPS will notify Command Post, Tower, 72 OSS/CC and all flying units of ARFF capability (explained in terminology).

6.18.2.1. Base flying units will make their own determinations on operations as related to ARFF capability.

6.18.2.2. At ARFF Degraded Protection, AMOPS will advise transient aircraft of the ARFF capability and allow the aircrews to make their own determination on operations.

6.18.2.3. At ARFF Minimal Protection, a NOTAM will be sent limiting the airdrome to “Official Business Only.” AMOPS, in coordination with Tower, will attempt to divert all inbound aircraft, except DV Code 1 and 2, emergency aircraft, and MEDEVAC, and advise transient aircraft with engines running of the situation. Transient aircrews will make their own determination on operations.

6.18.2.4. At ARFF No Support, AMOPS will request approval from the 72 OSS/CC to close the airfield to all transient aircraft.

STEVEN J. BLEYMAIER, Colonel, USAF
Commander

Attachment 1

GLOSSARY OF REFERENCES AND SUPPORTING INFORMATION

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AFI 32-1024, *Standard Facility Requirements*, 14 July 2011

AFI 32-1041, *Airfield Pavement Evaluation Program*, 25 April 1994

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TAFB Plan 91-212, *Bird/Wildlife-Aircraft Strike Hazard (BASH) Plan*, January 2013

TO 33-1-23, *Procedures for Use of Decelerometer to Measure Runway Slickness*, 30 November 2006

TO 36-1-3, *Painting, Marking, and Lighting Requirements for USAF Vehicles*, 07 November 1988

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ETL 04-9, *Pavement Engineering Assessment (EA) Standards*, 29 April 2004

ETL 04-10, *Determining the Need for Runway Rubber Removal*, 12 May 2004

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AF IMT 70, *Pilot's Flight Plan and Flight Log*
AF IMT 332, *Base Civil Engineer Work Request*
AF IMT 457, *USAF Hazard Report*
AF IMT 483, *Certificate of Competency*
AF Form 623, *Individual Training Record Folder*
AF IMT 623a, *On-The-Job Training Record – Continuation Sheet*
AF IMT 651, *Hazardous Air Traffic Report (HATR)*
AF IMT 797, *Job Qualification Standard Continuation/Command JQS*
AF IMT 813, *Request for Environmental Impact Analysis*
AF IMT 847, *Recommendation for Change of Publication*
AF IMT 853, *Air Force Wildlife Strike Report*
AF IMT 1042, *Medical Recommendations for Flying or Special Operational Duty*
AF IMT 3616, *Daily Record of Facility Operations*
AF IMT 3622, *Air Traffic Control/Weather Certification and Rating Record*
AF IMT 3623, *Daily Traffic Count*
AF IMT 3626, *Position Log*
AFTO Form 277, *Results of Runway Braking Test*
AFVA 11-240, *Airport Signs and Markings*
DD Form 175, *Military Flight Plan*
DD Form 1385, *Cargo Manifest*
DD Form 1801, *DoD International Flight Plan*
DoD FLIP, *Revision Report*
FAA Form 5280-7, *Airfield Visual Aid Safety Placard (NSN 0052-00-918-1000)*
72 OSS Form 65, *Aircraft Fire/Crash/Emergency Data*
72 OSS Form O-135, *Hazardous Cargo Information*

Abbreviations and Acronyms

ABW—Air Base Wing
ACF—Alternate Control Facility
ACW—Air Control Wing
AFFSA—Air Force Flight Standards Agency
AFI—Air Force Instruction

AFJMAN—Air Force Joint Manual
AFM—Airfield Manager
AFMAN—Air Force Manual
AFMC—Air Force Materiel Command
AFOSH—Air Force Occupational Safety and Health Standard
AGL—Above Ground Level
AMOPS—Airfield Management Operations
AOB—Airfield Operations Board
AOCI—Airfield Operations Certification Inspection
AOF—Airfield Operations Flight
ARTCC—Air Route Traffic Control Center
ARW—Air Refueling Wing
ATC—Air Traffic Control
ATCALs—Air Traffic Control and Landing Systems
ATIS—Automatic Terminal Information Service
BASH—Bird Aircraft Strike Hazard
CMA—Controlled Movement Area
CST—Customer Support Team
DoD—Department of Defense
ELT—Emergency Locator Transmitter
EOD—Explosive Ordnance Disposal
ETA—Estimated Time of Arrival
FAA—Federal Aviation Administration
FAAO—FAA Order
FAR—Federal Aviation Regulation
FBI—Federal Bureau of Investigation
FOD—Foreign Object Damage
IFF—Identification Friend or Foe
MRMA—Mandatory Radio Monitor Area
MSL—Mean Sea Level
OSS—Operations Support Squadron
USSTRATCOM—Strategic Airborne Command Post

NOTAM—Notice to Airmen
OC—ALC - Oklahoma City Air Logistics Complex
OI—Operating Instruction
OKC—Oklahoma City
OPR—Office of Primary Responsibility
POC—Point of Contact
RDS—Records Disposition Schedule
RMC—Regionalized Maintenance Center
RVR—Runway Visual Range
RWY—Runway
SFA—Single Frequency Approach
SIF—Selective Identification Feature
SOF—Supervisor of Flying
SCW—1 - Navy Strategic Communications Wing One
TACAN—Tactical Air Navigation
TAFB—Tinker Air Force Base
VOR—VHF Omni-directional Range
TMF—Transient Munitions Facility
TRACON—Terminal Radar Approach Control
TWY—Taxiway
UHF—Ultra High Frequency
VFR—Visual Flight Rules
VHF—Very High Frequency
TAFBI—Tinker Air Force Base Instruction

Terms

Airdrome or Airfield—The area in which aircraft operations (takeoff, landing, taxiing, parking, towing, or maintenance) may occur. Includes all areas within the airfield perimeter fence and is designated a controlled area.

Airfield Driving InstructionProgram developed by AMOPS through TAFBI 13—202 *Airfield Driving Instruction*, for issuing AF Form 483, *Certificate of Competency*, endorsed for airfield driving. The program is provided to designated unit Airfield Driving Instruction managers.

Airfield Operations Flight (AOF)—Function that provides an overall safe and efficient airdrome to support the military flying mission. (72 OSS/OSA)

ALC Maintenance Ramp—All ramp space east of RWY 18/36, excluding the TMF, is considered ALC maintenance ramp.

AMOPS—A facility that provides flight plan processing and planning services, airfield condition information, and ensures a safe airfield environment as directed by the AFM. (72 OSS/OSAM)

Around the Horn—Local term used when going between the multiple intersection at TWY C, H, and K north of RWY 13/31. Ground controllers and aircrew are allowed to use this term when issuing/reading back taxi instructions.

Controlled Movement Area (CMA) Areas of the airfield which require aircraft, vehicles, and pedestrians to obtain specific Air Traffic Control approval for access. Continuous two—way radio communications with Ground Control must be maintained in the CMA. The CMA is comprised of the runway environment area outlined by runway hold short lines, overruns, ILS glideslope, localizer critical areas and portion of runway clear zones.

Controlled Movement Area Violation (CMAV)—A CMAV is an airfield infraction caused by aircraft, vehicles or pedestrians entering the CMA without appropriate control tower approval. This definition includes runway intrusions and infractions caused by communications errors

Flightline (operational)—The area that includes runways, taxiways, aircraft parking ramps, and associated maintenance/service areas where operational (engines running) aircraft may be encountered.

Flightline (non—operational)—Areas of the airfield that include ramps and hangars where no aircraft with running engines will be encountered.

Hazard Fragmentation Distance (HFD)—The expected fragmentation distance of an explosive item. The distance in feet is expressed inside brackets (), for example, (09) indicates the HFD is 900 feet.

Lateral Obstacle Clearance Zone—Area from center of runway (1000') or taxiway (200') and from edge of ramp/apron where vertical obstacles are not authorized unless they are waived or they are a permissible deviation.

Long Hotel—Area on Twy H between Rwy 13/31 and Twy B.

Mandatory Radio Monitor Area (MRMA)—The MRMA is the area inside the airfield perimeter fence excluding ramp areas and the area designated as the CMA. Vehicles operating in the MRMA shall be radio equipped capable to communicate with the Tower. Vehicle operators shall monitor the Tower frequency at all times and respond immediately to control tower instructions. Vehicle operators shall request a radio check with the Tower, AMOPS or another vehicle prior to entering the MRMA to ensure their radio is operational.

Maximum Credible Event (MCE)—The amount of explosive expected to detonate simultaneously.

OKC Approach Control—Oklahoma City Federal Aviation Administration Terminal Radar Approach Control facility.

Ramp—All paved areas used for parking/taxiing within the airfield perimeter fence excluding runways and taxiways.

Runway—The paved area primarily used for aircraft departures and landings. Tinker has two runways: Rwy 18/36 and Rwy 13/31.

Runway Clear Zones—Each runway has a clear zone at both ends of the runway. A clear zone is defined as the area 1,500' either side of a 3,000' extension of the runway centerline from the threshold. Several roads are in the clear zone (i.e., Air Depot Boulevard, Munitions Road).

Runway Intrusion—A runway intrusion is a CMAV that is a result of an unauthorized entry or erroneous occupation of a runway or other surface used for takeoff and landing of aircraft, regardless of impact on aircraft safety. These incidents can be caused by aircraft, vehicles, pedestrians or communication error.

Short Hotel—Area on Twy H between Twy B and G.

South Hotel—Area on Twy H Southwest of Rwy 13/31.

Taxiway—Paved area primarily used by aircraft for taxiing purposes, and also used by authorized vehicles as roadways.

Tower—Facility that provides efficient air traffic control operations to ensure safe air and ground aircraft operations. Throughout this instruction, “Tower” shall refer to the Tinker Control Tower unless otherwise specified. (72 OSS/OSAT)

Tow Way—A tow way is an area of the ramp used primarily for aircraft towing operations. Taxiing an aircraft on a tow way is permitted only with specific approval from AMOPS and Tower.

VehicleAs used in this instruction a vehicle includes all federal, state, and local government vehicles as well as all privately owned, contractor owned, and government leased vehicles. Golf carts and similarly sized conveyances are vehicles. Excluded are aircraft, bi—tricycles, mopeds and motorcycles.

Attachment 2

LOCAL FREQUENCIES/CHANNELIZATION

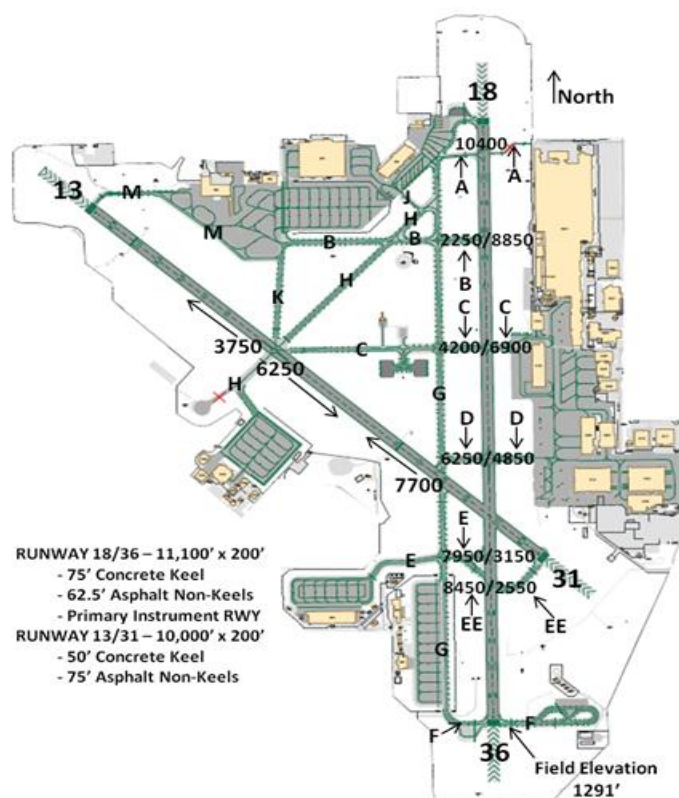
Table A2.1. Local Frequencies/Channelization

	UHF	VHF	CHANNEL
Tower	251.05	124.45	---
Ground	275.8	121.8	---
Clearance Delivery	335.8	119.7	---
Automated Terminal Information Service	270.1	---	---
Single Frequency Emergency Approach	354.125	---	---
Pilot-to-Metro (Weather)	261.025	---	---
CP (552 ACW/CP)	305.6/225.875	141.65/139.95	---
507 ARW Command Post	228.45	---	---
AFMC Flight Test	382.6	---	---
Pilot-to-Dispatch (AMOPS)	372.2	134.1	---
ATOC	---	119.15	---
Tinker TACAN	---	---	105

Attachment 3

RUNWAY/TAXIWAY SYSTEM, CONTROLLED MOVEMENT AREA (CMA) AND MANDATORY RADIO MONITOR AREA (MRMA)

Figure A3.1. Runway/Taxiway System, Controlled Movement Area (CMA) And Mandatory Radio Monitor Area (MRMA)



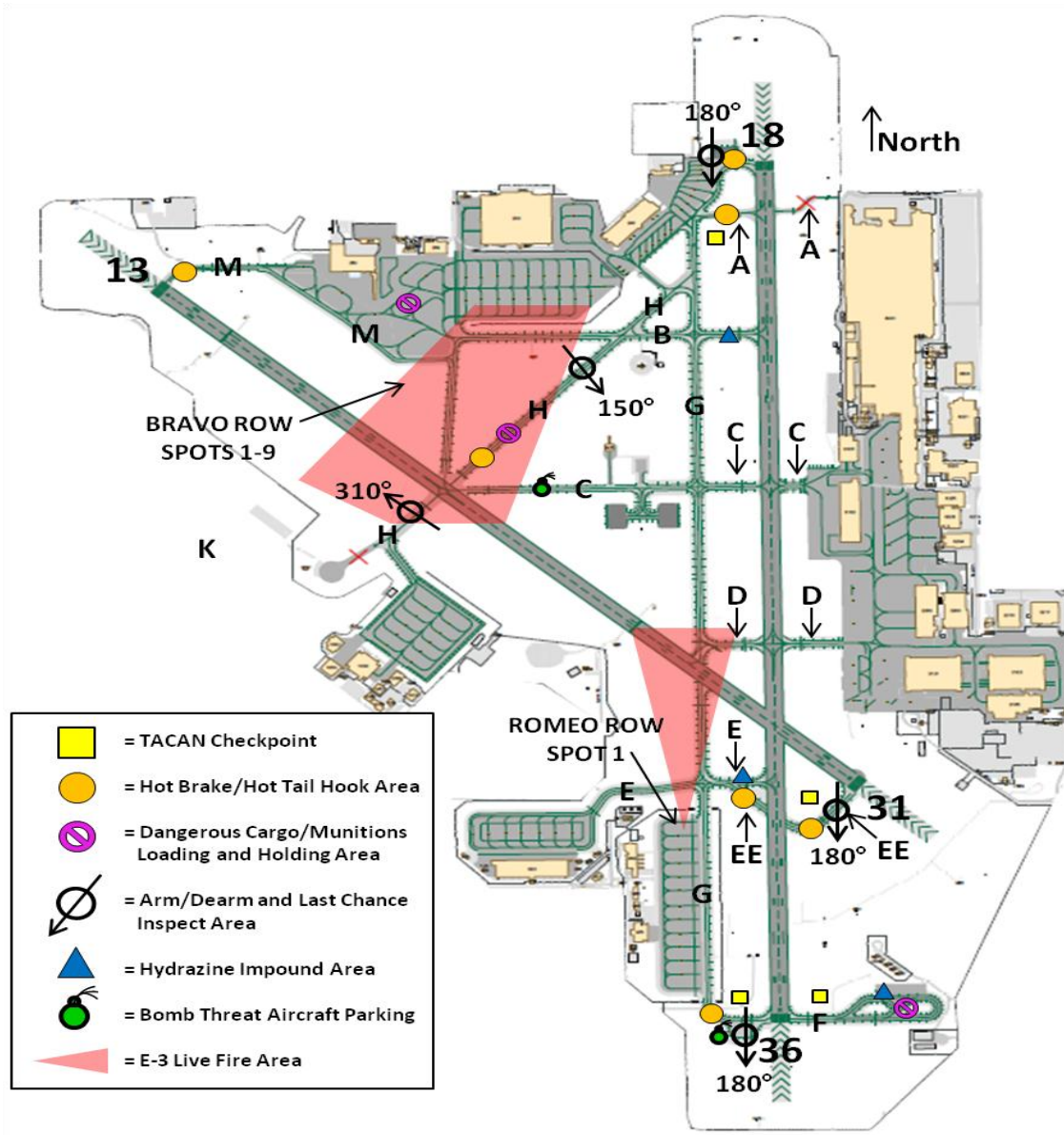
Taxiway	Total Width (Ft)	Keel Width (Ft)	Shoulder Width (Each Side) (Ft)	Surface Material
A	100	75	25 (one side only)	All Concrete
B	175	75	50	50 Concrete, 12.5 Either Side Asphalt
C	100	75	12.5	All Concrete (West of Trim Pads)
C	200	75	62.5	Between Trim Pads and Golf Twy
C	175	75	50	Between Rwy 18/36 and Golf Twy
D	175	75	50	Asphalt Shoulders
E	175	75	50	Asphalt Shoulders
EE	175	75	50	Asphalt Shoulders
F	175	75	50	Asphalt Shoulders
G	175	75	50	Asphalt Shoulders
H	175	75	50	Asphalt Shoulders
J	100	75	25 (one side only)	All Concrete
K	125	75	25	Asphalt Shoulders
M	100	50	25	Asphalt Shoulders

*Keel is the width of load bearing surface for aircraft.

Attachment 4

SPECIAL/ABNORMAL OPERATIONS AREAS

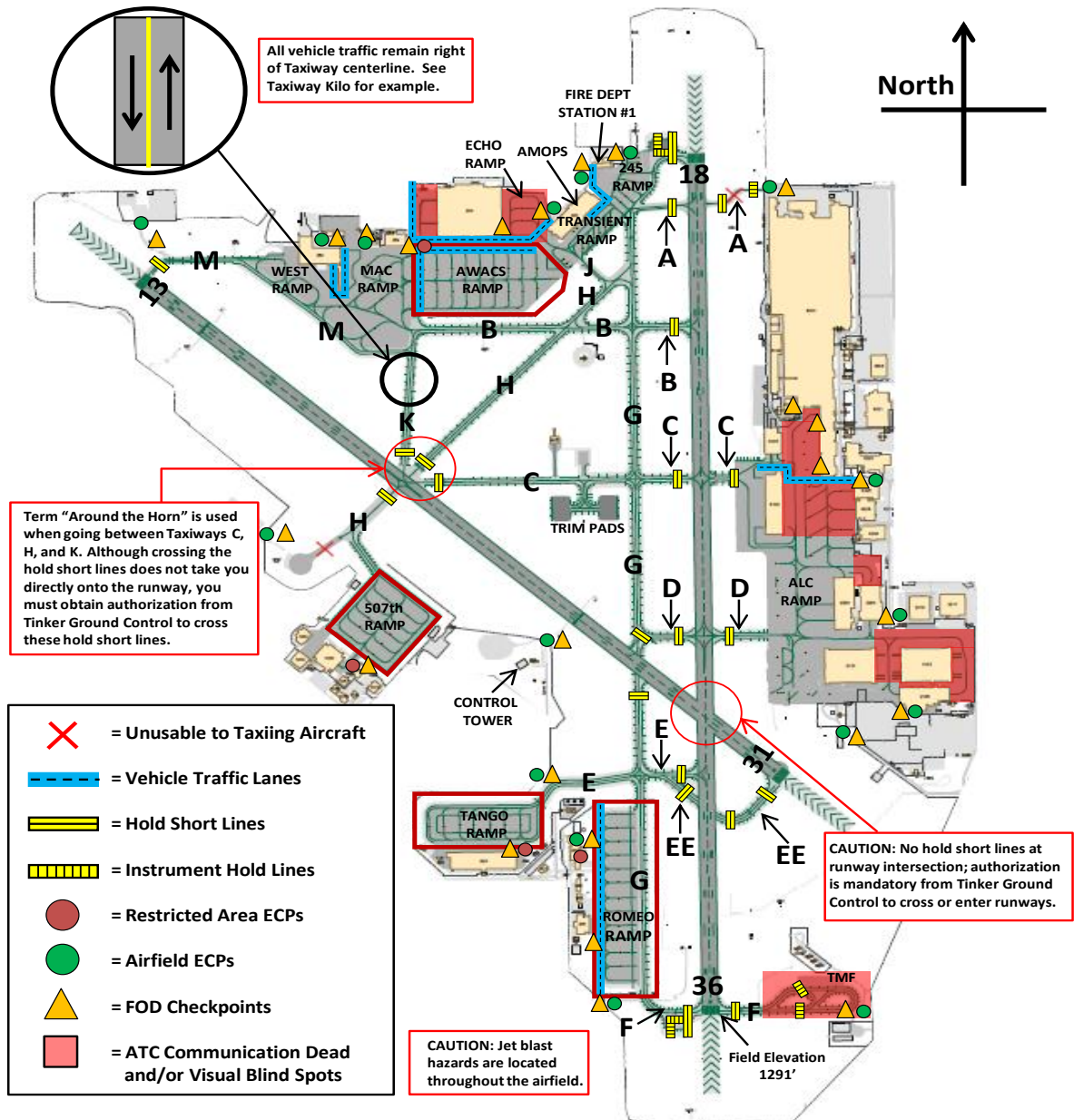
Figure A4.1. Special/Abnormal Operations Areas



Attachment 5

CONTROL OF VEHICLES ON THE AIRFIELD

Figure A5.1. Control Of Vehicles On The Airfield



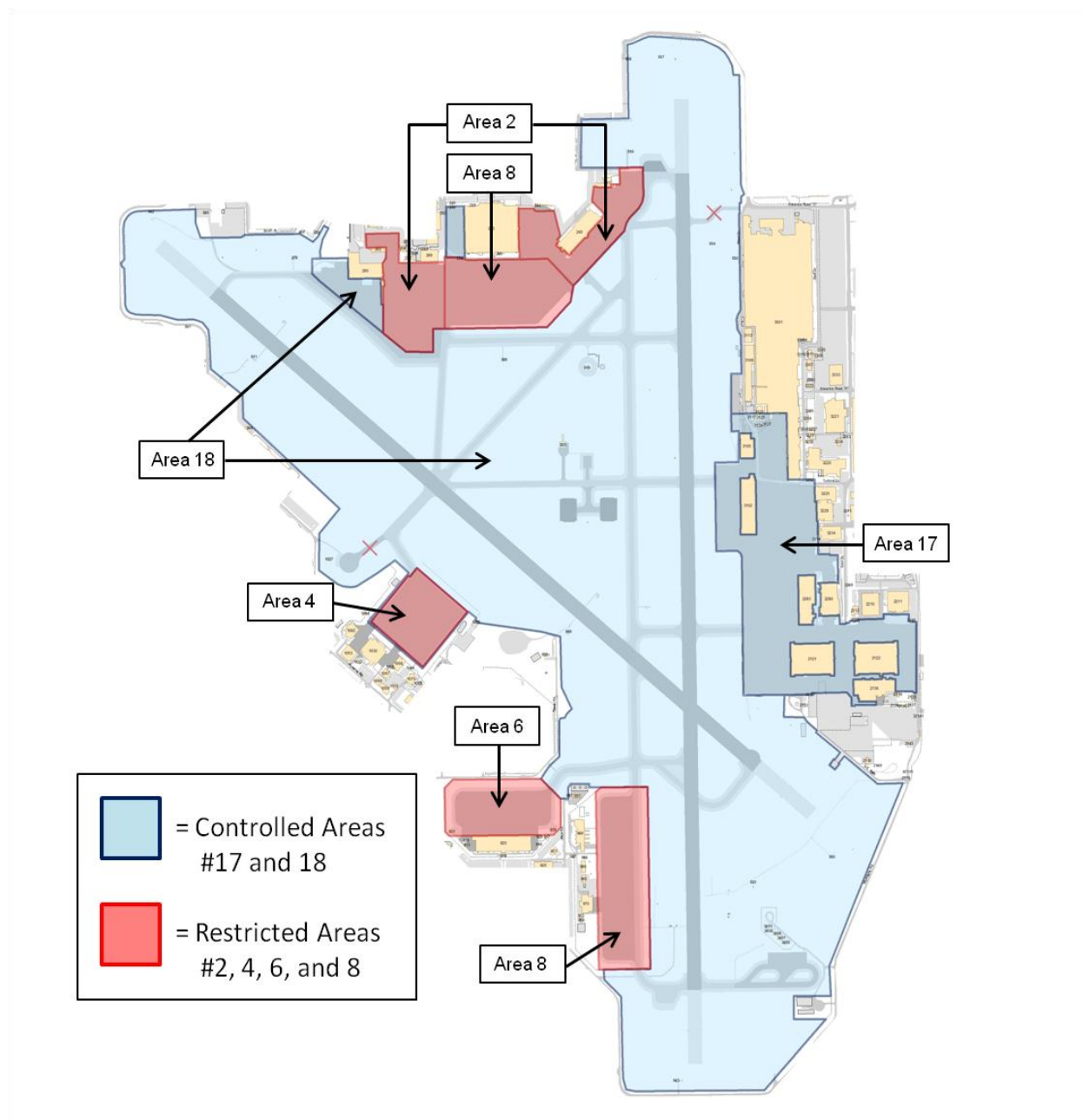
Attachment 6

**RUNWAY/TAXIWAY SYSTEM, CONTROLLED MOVEMENT AREA (CMA) AND
MANDATORY RADIO MONITOR AREA (MRMA)****Figure A6.1. Runway/Taxiway System, Controlled Movement Area (CMA) and
Mandatory Radio Monitor Area (MRMA)**

Attachment 7

CONTROLLED AND RESTRICTED AREAS

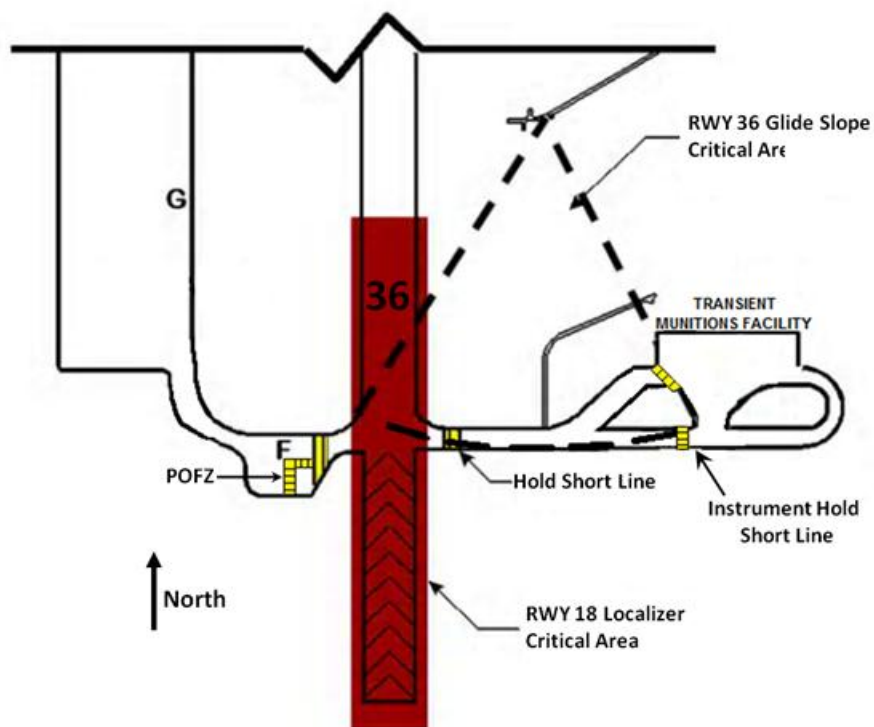
Figure A7.1. Controlled And Restricted Areas



Attachment 8

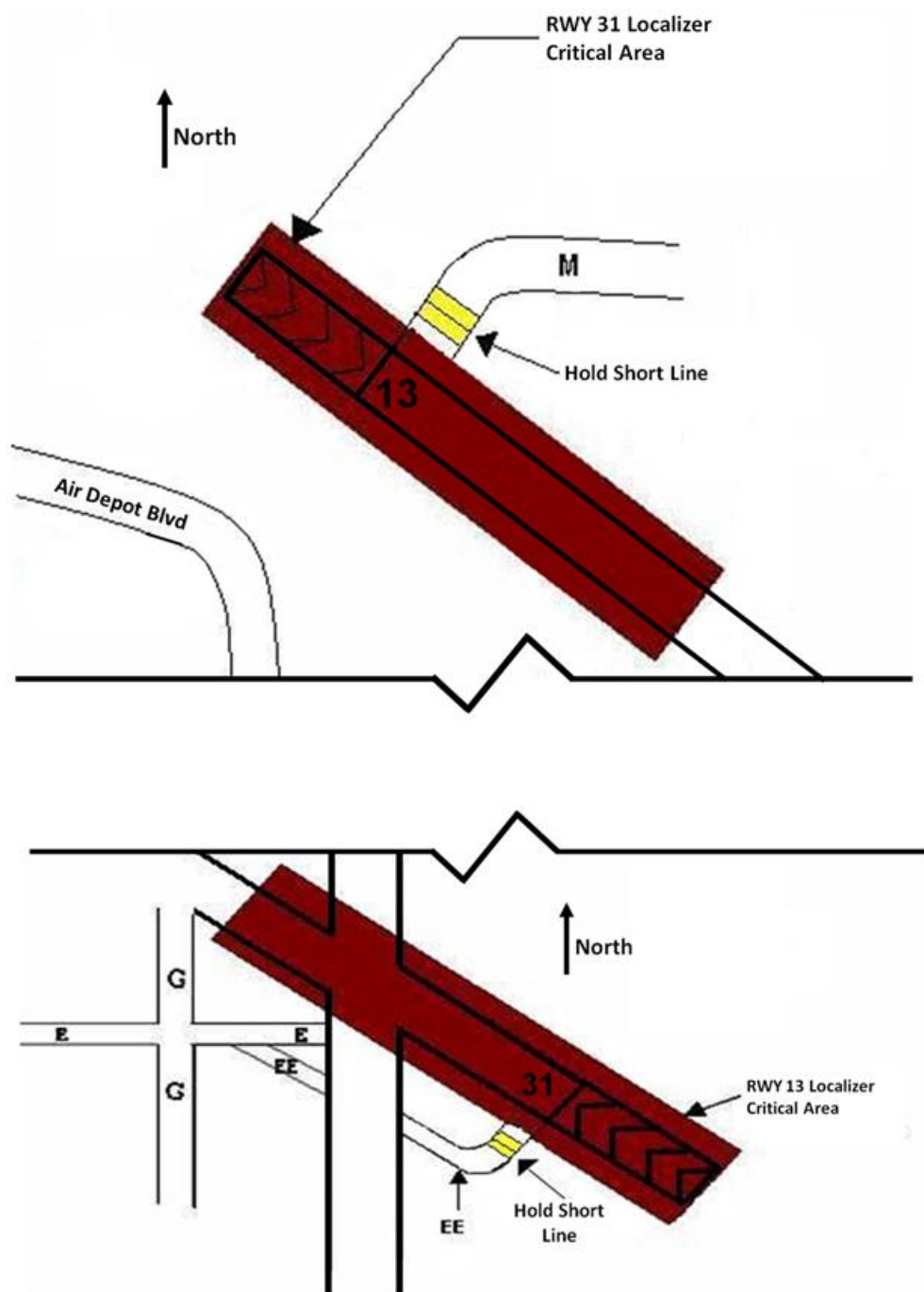
RWY 18/36 ILS CRITICAL AREAS AND PRECISION OBSTACLE FREE ZONE (POFZ)

Figure A8.1. RWY 18/36 ILS Critical Areas and Precision Obstacle Free Zone (POFZ)



*Diagram not to scale

Figure A8.2. RWY 13/31 LOC CRITICAL AREAS



Attachment 9

AIRCRAFT PARKING PLAN 507 ARW RAMP

Figure A9.1 Aircraft Parking Plan 507 Arw Ramp



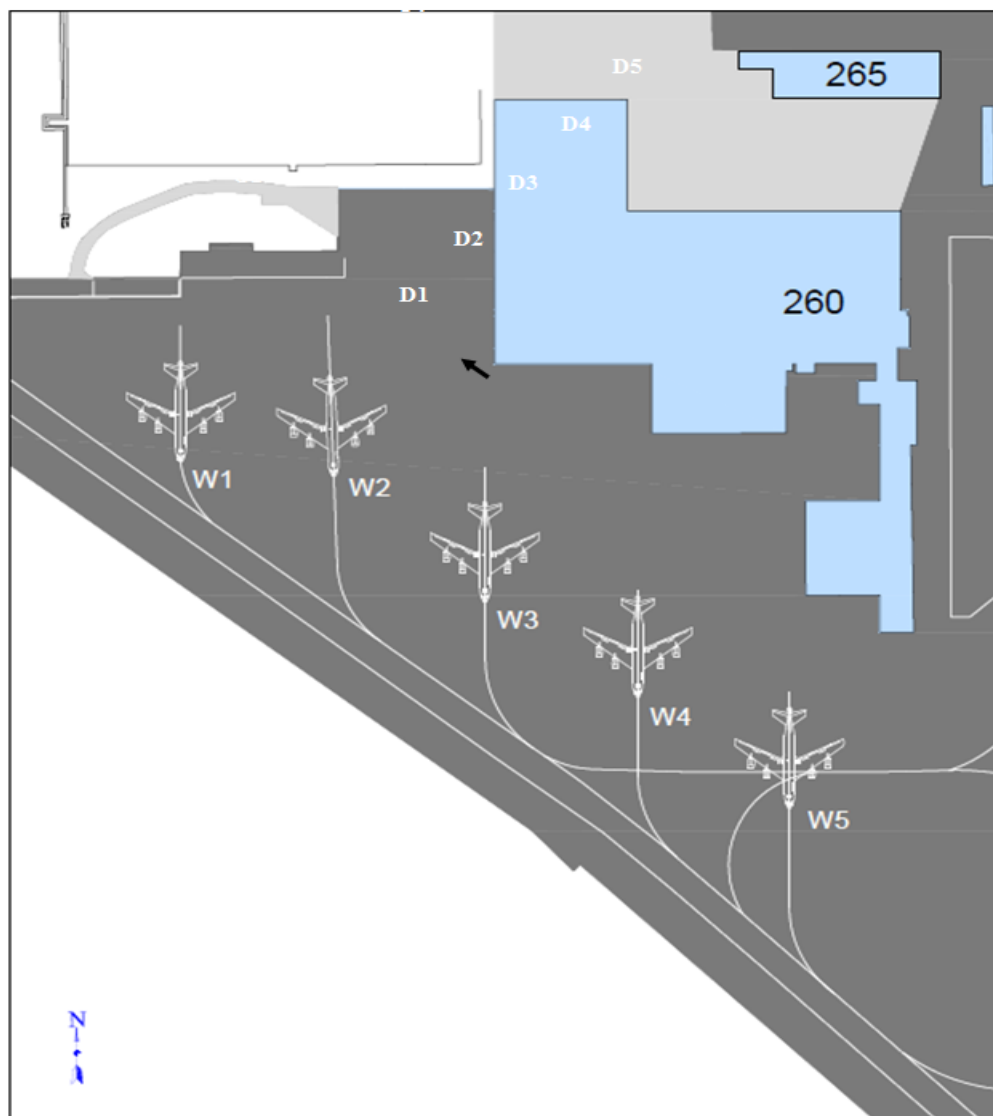
* Diagram not to scale.

Ramp lateral obstacle clearance = 32 ft.

Attachment 10

AIRCRAFT PARKING PLAN WEST RAMP

Figure A10.1. Aircraft Parking Plan West Ramp



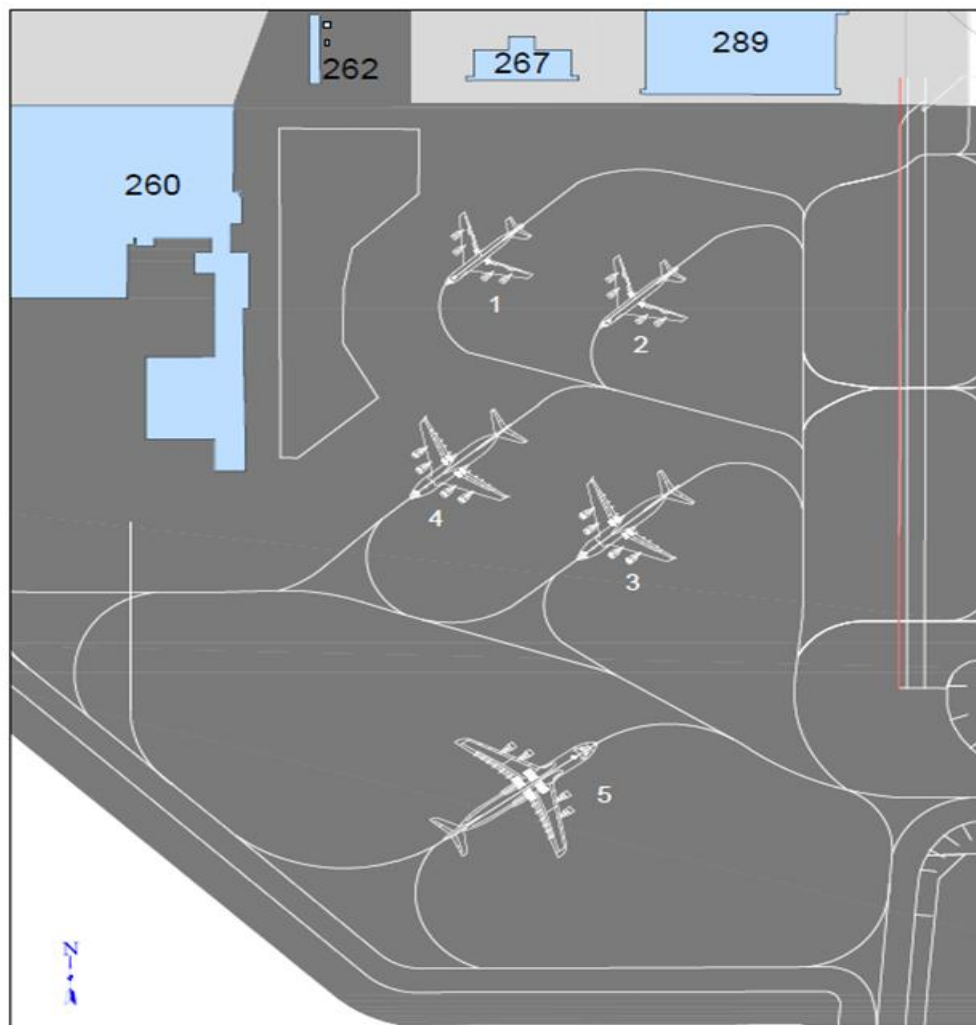
*Diagram not to scale.

Ramp lateral obstacle clearance for Twy M = 123 ft.

Attachment 11

AIRCRAFT PARKING PLAN MAC RAMP

Figure A11.1. Aircraft Parking Plan MAC Ramp



*Diagram not to scale.

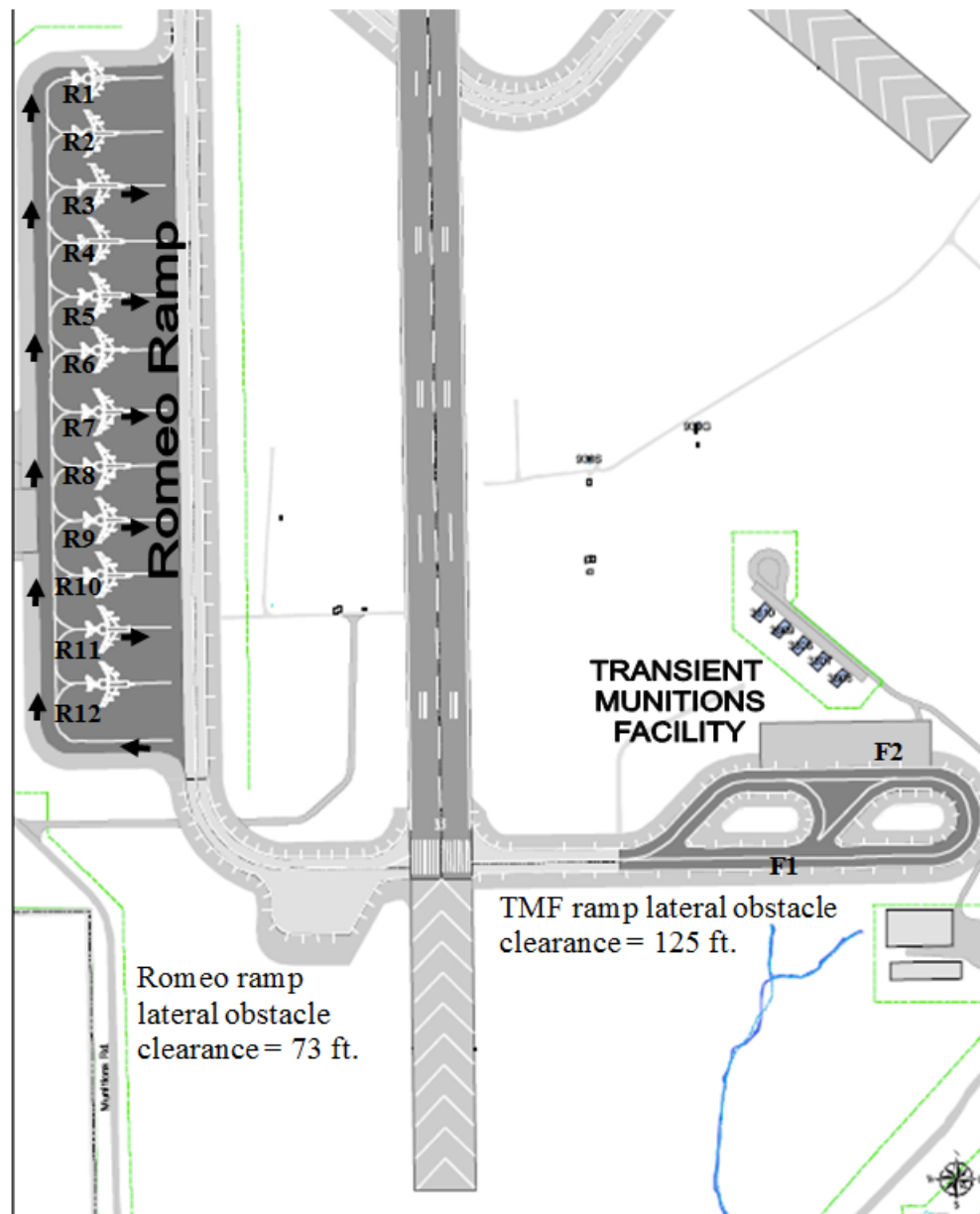
Ramp lateral obstacle clearance for Spots 1 & 2 = 78 ft.

Ramp lateral obstacle clearance for Birdcage A Row Entry/Exit = 73 ft.

Attachment 12

AIRCRAFT PARKING PLAN ROMEO RAMP AND TMF

Figure A12.1. Aircraft Parking Plan Romeo Ramp And TMF

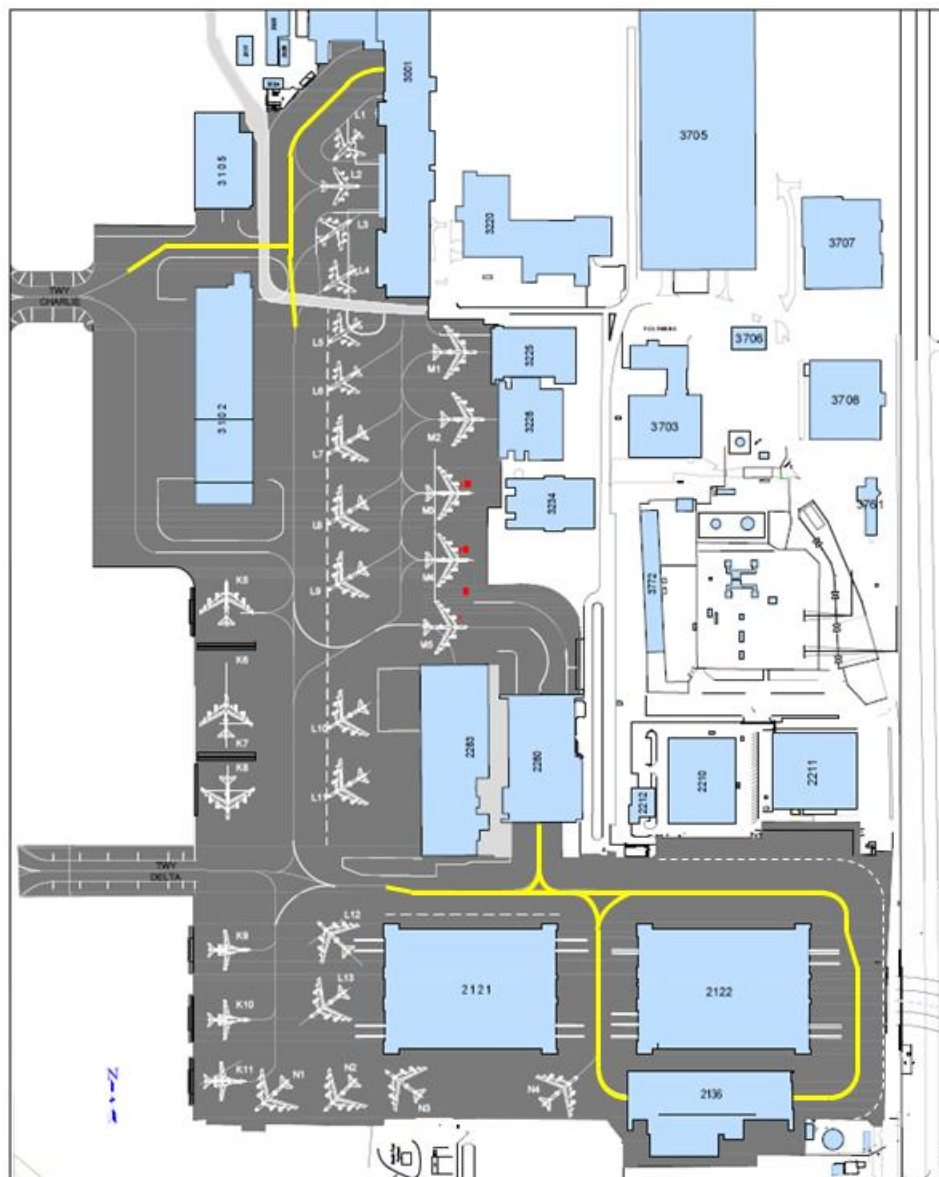




*Diagram not to scale.

Attachment 13

AIRCRAFT PARKING PLAN 76 AMXG (ALC) RAMP

Figure A13.1. Aircraft Parking Plan 76 AMXG (ALC) Ramp



 Tow Only
 Wingtip Clearance Line

*Diagram not to scale.

Ramp lateral obstacle clearance = 25 ft

Table A13.1. ALC Aircraft Parking Plan

<u>Spot #</u>	<u>Largest Acft</u>	<u>Taxi In/Out</u>	<u>Engine Run</u>	<u>Fuel</u>	<u>Remarks</u>
K-5 E	B52/B1	No/No	Yes	Yes	Close drain for fueling.
K-5 N	B52/E3/KC135	No/No	Yes	Yes	Close drain for fueling. See note 2.
K-6	B52	No/No	Yes	Yes	Close drain; K6&K7 share spot.
K-7	B52	No/No	Yes	Yes	Close drain; K7&K6 share spot.
K-8	B52	No/Yes	Yes	Yes	B52 primary.
K-9	B1	No/Yes	Yes	Yes	B1 primary.
K-10	B1	No/No	Yes	Yes	B1 primary. See note 6.
K-11	B1	No/No	Yes	Yes	B1 primary. See note 6.
N-1	B52	No/No	No	Yes	Restricted if K11 engine running; blocks K11.
N-2	B52	No/No	No	Yes	Blocks N1 & N3.
N-3	B52	No/No	No	No	B52 primary strip spot.
N-4	B52	No/No	No	No	E3 and C130 primary.
M-1	B52/KC135	No/No	No	No	Temp parking-blocks 3225. See note 4.
M-2	B52/KC135	No/No	No	No	Temp parking-blocks 3228. See note 4.
M-3 E	B52/KC135	No/No	No	Yes	Fuel pit-recommend no maintenance. See note 4.
M-3 W	B52/KC135	No/No	No	Yes	Same as M-3E.
M-4 E	B52/KC135	No/No	No	Yes	Same as M-3E.
M-4 W	B52/KC135	No/No	No	Yes	Same as M-3E.
M-5	E3/KC135/C130	No/No	No	Yes	Fuel pit. Temp KC10 parking. See note 5.
L-1 to L-4	KC135	No/No	No	No	Strip aircraft only.
L-5	KC135/C130	No/No	No	No	B52 may straddle L-5 & L-6.
L-6	KC135/C130	Yes/Yes	Idle power	Yes	B52 may straddle L-6 & L-5 (park only). See note 3.
L-7	B52/E3/KC135	Yes/Yes	Idle except using fences	Yes	See note 3.
L-8	B52/E3/KC135	Same as L-7	Same as L-7	Yes	Same as L-7.
L-9	B52/E3/KC135	Same as L-7	Same as L-7	Yes	Same as L-7.
L-10	B52/E3/KC135	No/No	Idle Power	Yes	Engine runs facing Northeast.
L-11	B52/E3/KC135	Yes/No	Idle Power	Yes	Engine runs facing Northeast.
L-12 W	B52/E3/KC135	Yes/Yes for KC135	No	No	Temp input recovery-maintenance. Blocks N1/N2/N3 & L13.
L-12 E	KC10/B52	Yes/No	No	No	KC10 spot-temporary input spot. Blocks N1/N2/N3 & L13.
L-13	B52/E3/KC135	Yes/No	No	No	Taxi in if L12 is open-temporary input. Blocks N1/N2/N3.

W-1	KC135/E3	Yes/Yes	Yes	Yes	High powered engine runs facing north/ south with blast fences.
W-2	KC135/E3	Yes/Yes	Yes	Yes	High powered engine runs facing north/ south with blast fences.
W-3	KC135/E3	Yes/Yes	Yes	Yes	High powered engine runs facing south only with blast fences.
W-4	KC135/E3	Yes/Yes	Yes	Yes	High powered engine runs facing south only with blast fences.
W-5	KC135/E3	Yes/Yes	Yes	Yes	Temporary high powered engine runs facing north authorized prior to test flight after coordination with AMOPS. Observers must be present.

Note 1: Centerline from Twy C (east side Rwy 18/36) to SW corner bldg 3102 is a “Through” taxi lane requiring 50 ft wingtip clearance.

Note 2: Centerline from SW corner bldg 3102 between K-5 to taxi lane running north and south on west side of L parking row is an “Interior” taxi lane requiring 30 ft clearance. When a B-52 is parked on K-5 facing north, no B-52 aircraft can be towed or taxied on this taxi lane between bldg 3102 and K-5.

E3/KC135 can be taxied/towed through this taxi lane. A white solid line marked on the south side of bldg 3102 indicates clearance line where no obstructions (equipment, vehicles, etc) can be placed.

Note 3: Centerline that runs from painted roadway at NE corner 3102 to taxi lane D on west side of L parking row is an “Interior” taxi lane requiring 30 ft wingtip clearance. E3/KC135 aircraft may taxi/tow through taxilane (except L-5 is tow only). B52s cannot be taxied and must be towed from L-5 through L-11. E-3/KC135 may park on L-6 through L-9 facing Northeast for recovery operations only, conduct an idle engine run/defuel (if needed), and then towed from the spot. Aircraft will not be parked northeast for routine engine runs.

Note 4: Centerline that runs between L and M rows is an “Interior” taxi lane requiring 30 ft wingtip clearance. This taxi lane can be used for E3/KC135 aircraft to taxi/tow. B52/KC10 must tow down this taxi lane. EXCEPTION: This taxi lane is closed to all taxi/tows whenever PORTABLE BLAST SHIELDS are placed behind an aircraft on L row. The closure will affect all parking spots north of the position of the blast shields.

Note 5: Any aircraft parked on L2 will block access to the adjacent bldg 3001 hangar door. Any aircraft parked on M5 will block access to the north bldg 2283 hangar door and north bldg 2280 hangar door. Any aircraft parked on L10 and L11 will block access to the west bldg 2283 hangar door. The 76 AMXG is responsible for deconflicting hangar blockages.

Note 6: Centerline between K9/K10/K11 and L12/L13 to taxi lane D is currently tow only except from K9. B1 aircraft cannot taxi off K10/K11 until the taxi line is moved 7 ft to the east. The taxi line will then become an Interior taxi lane for B1 aircraft (30 ft wingtip clearance) to taxi from K10/K11.

Note 7: Centerline that runs between bldgs 2283 and 2121 is tow way only with largest aircraft authorized is B52 requiring 118 ft each side of centerline. A white solid line marked on each side of centerline at 118 ft each side indicates clearance line where no obstacles (equipment, vehicles, etc) can be placed.

Note 8: Centerline that runs between bldg 2122 and north and east fences is tow way only with largest aircraft authorized is E3 requiring 98 ft each side of centerline. A white solid line marked on each side of centerline at 98 ft each side indicates clearance line where no obstacles (equipment, vehicles, etc.) can be placed.

Attachment 14

AIRCRAFT PARKING PLAN NAVY (TANGO) RAMP

Figure A14.1. Aircraft Parking Plan Navy (Tango) Ramp



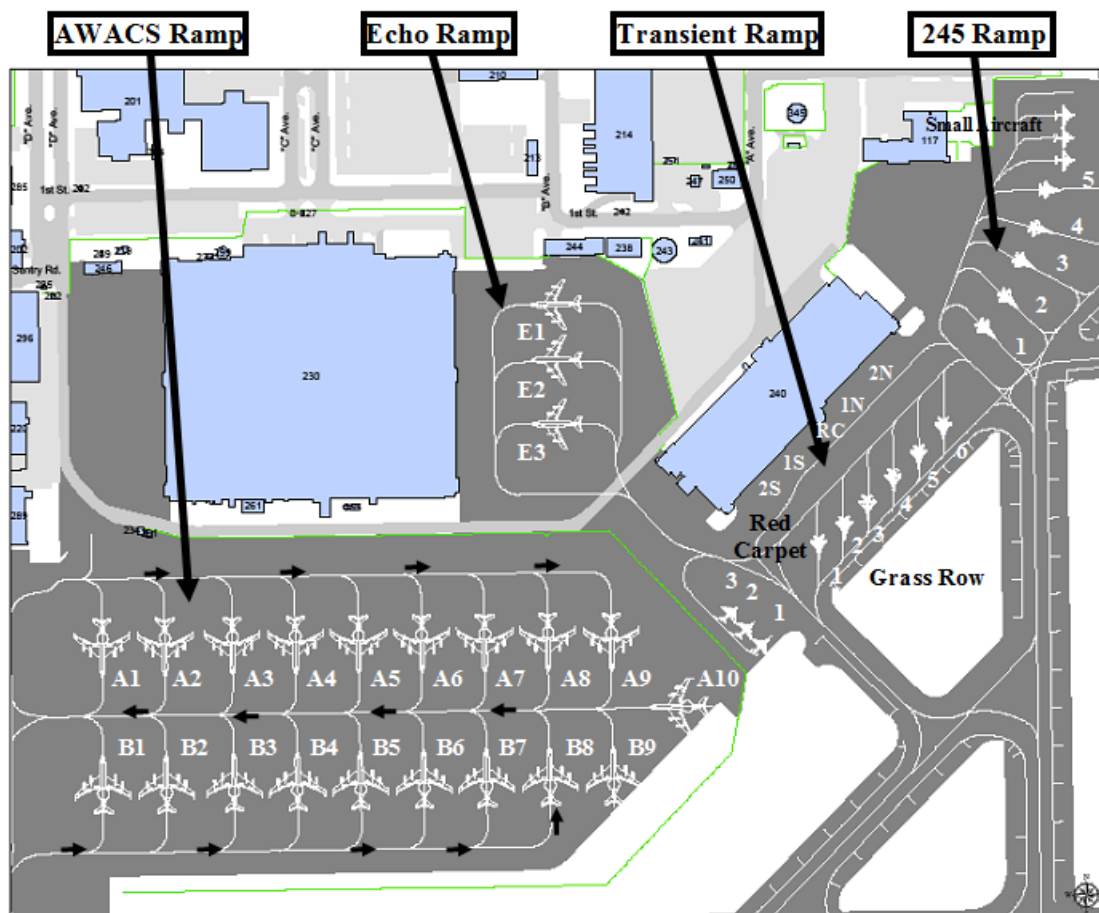
*Diagram not to scale

Ramp lateral obstacle clearance = 86 ft

Attachment 15

AIRCRAFT PARKING PLAN AWACS RAMP (BIRDCAGE), ECHO RAMP, TRANSIENT RAMP, AND 245 RAMP

Figure A15.1. Aircraft Parking Plan AWACS Ramp (Birdcage), Echo Ramp, Transient Ramp, and 245 Ramp



* Diagram not to scale.

552 ACW Ramp(birdcage) lateral obstacle clearance = 43 ft.

Echo Ramp lateral obstacle clearance = 77 ft.

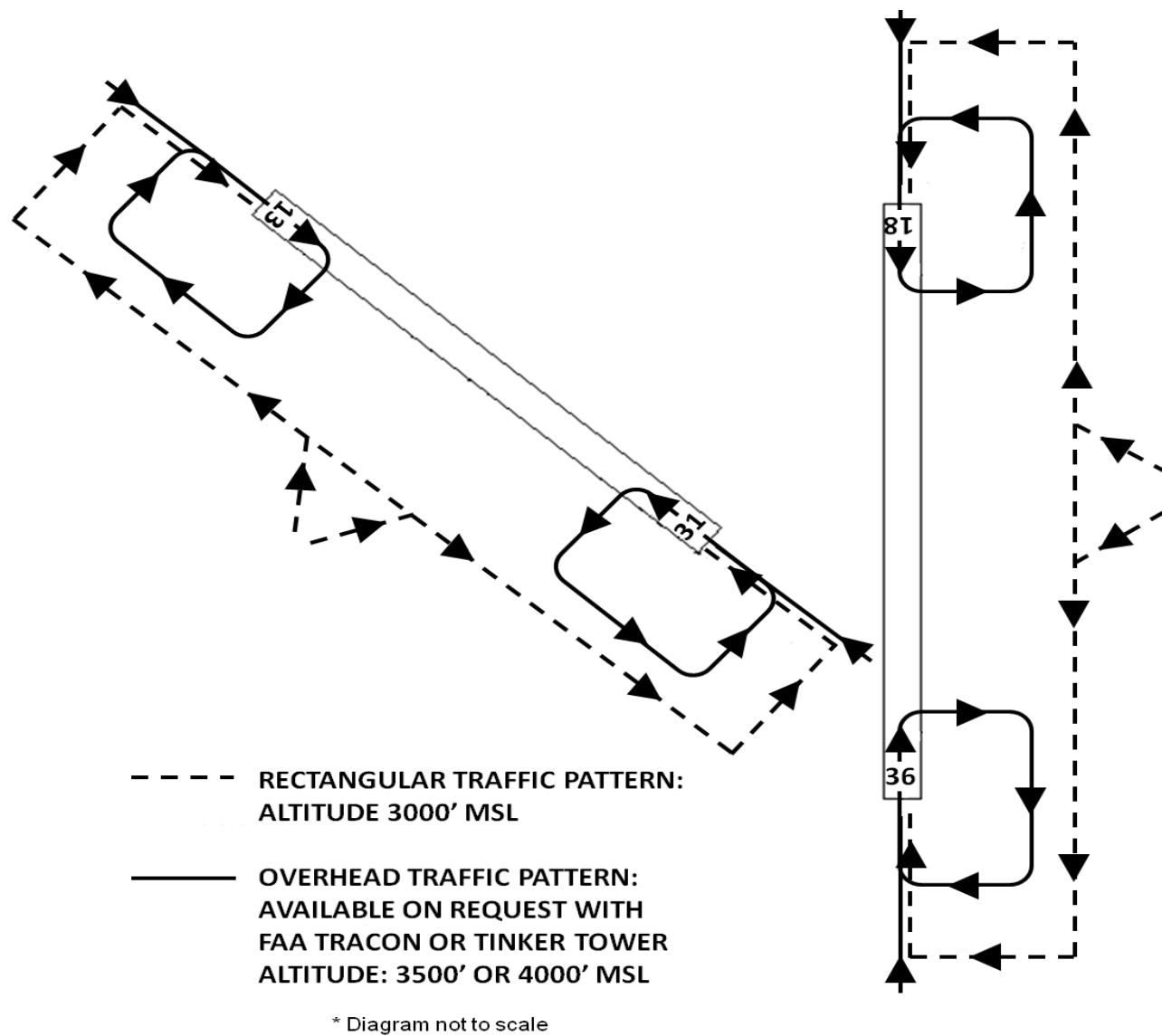
Transient Ramp lateral obstacle clearance = 35 ft.

245 Ramp lateral obstacle clearance = 53 ft.

Attachment 16

TINKER AFB VFR TRAFFIC PATTERNS

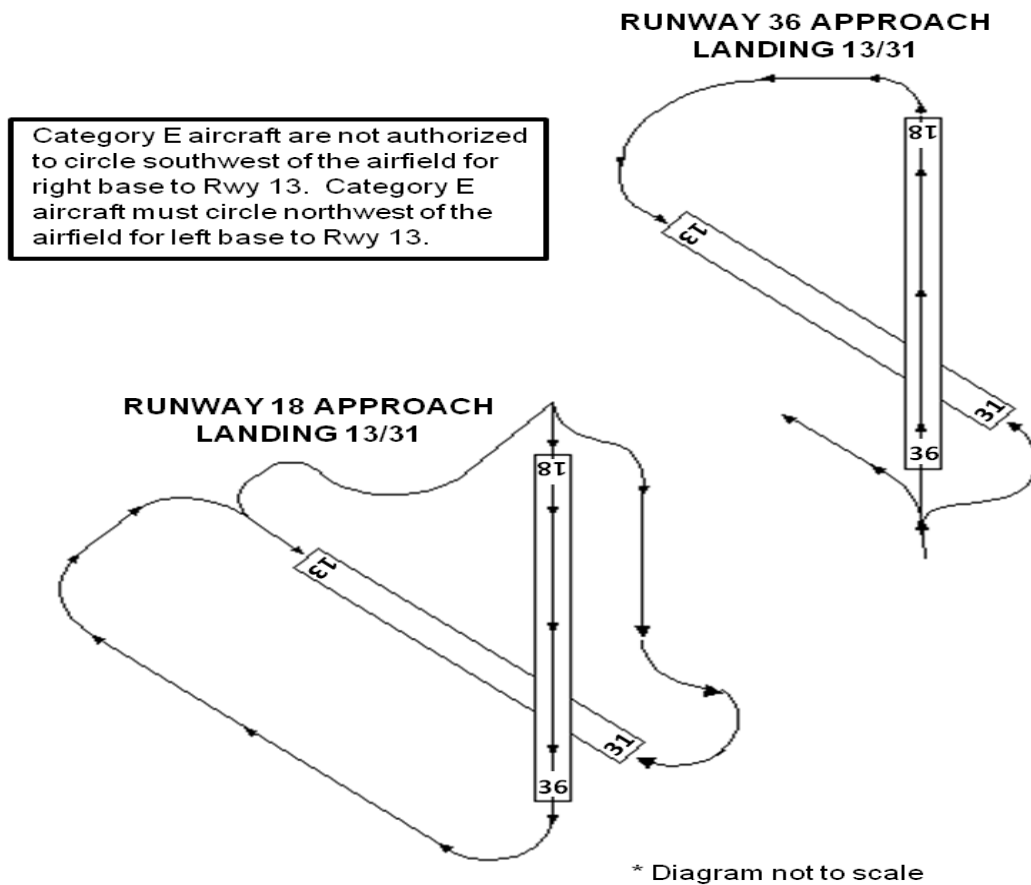
Figure A16.1. Tinker AFB VFR Traffic Patterns



Attachment 17

PRACTICE CIRCLING APPROACHES VFR WEATHER CONDITIONS

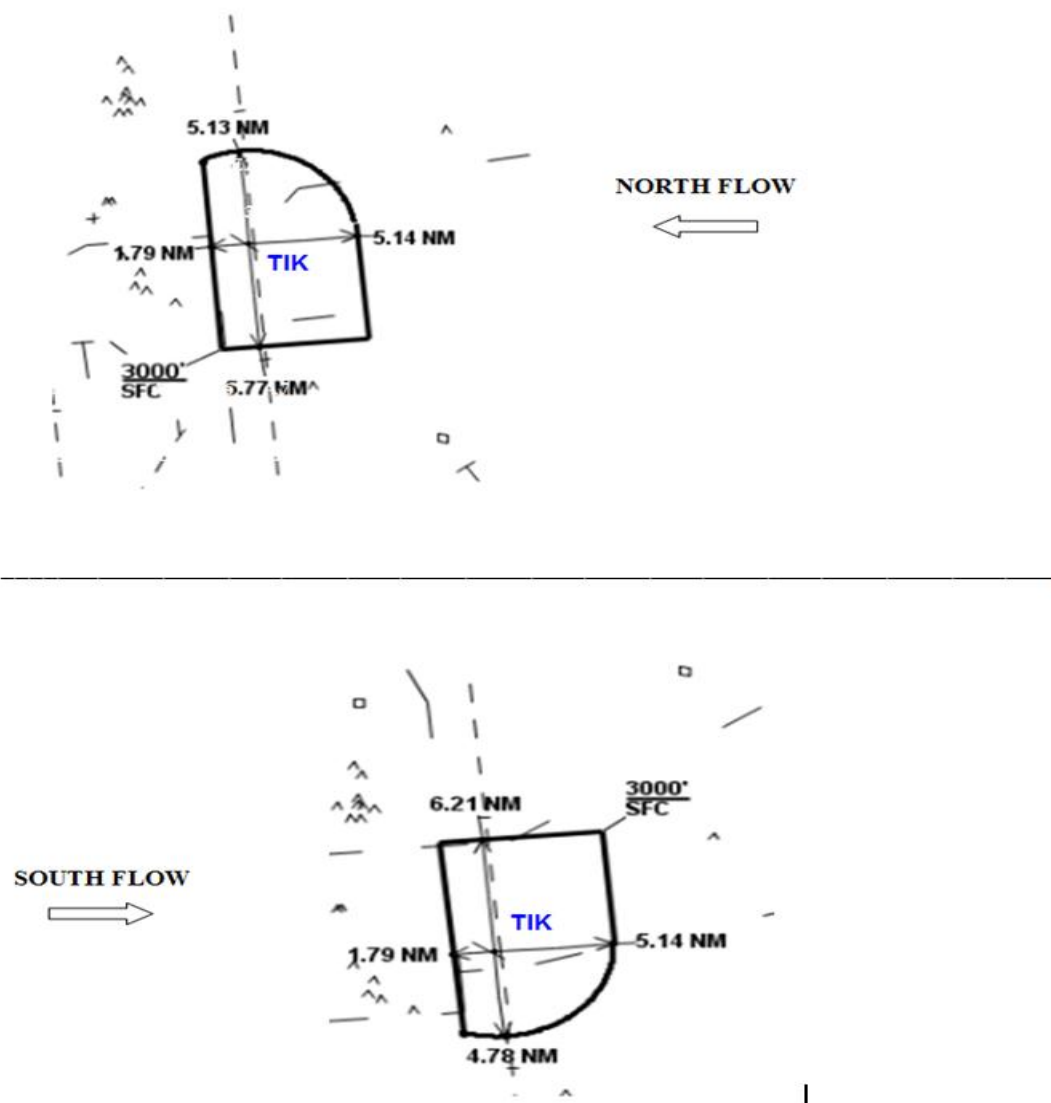
Figure A17.1. Practice Circling Approaches VFR Weather Conditions



Attachment 18

AIRSPACE DIAGRAM TINKER NORTH AND SOUTH FLOW SURFACE AREAS

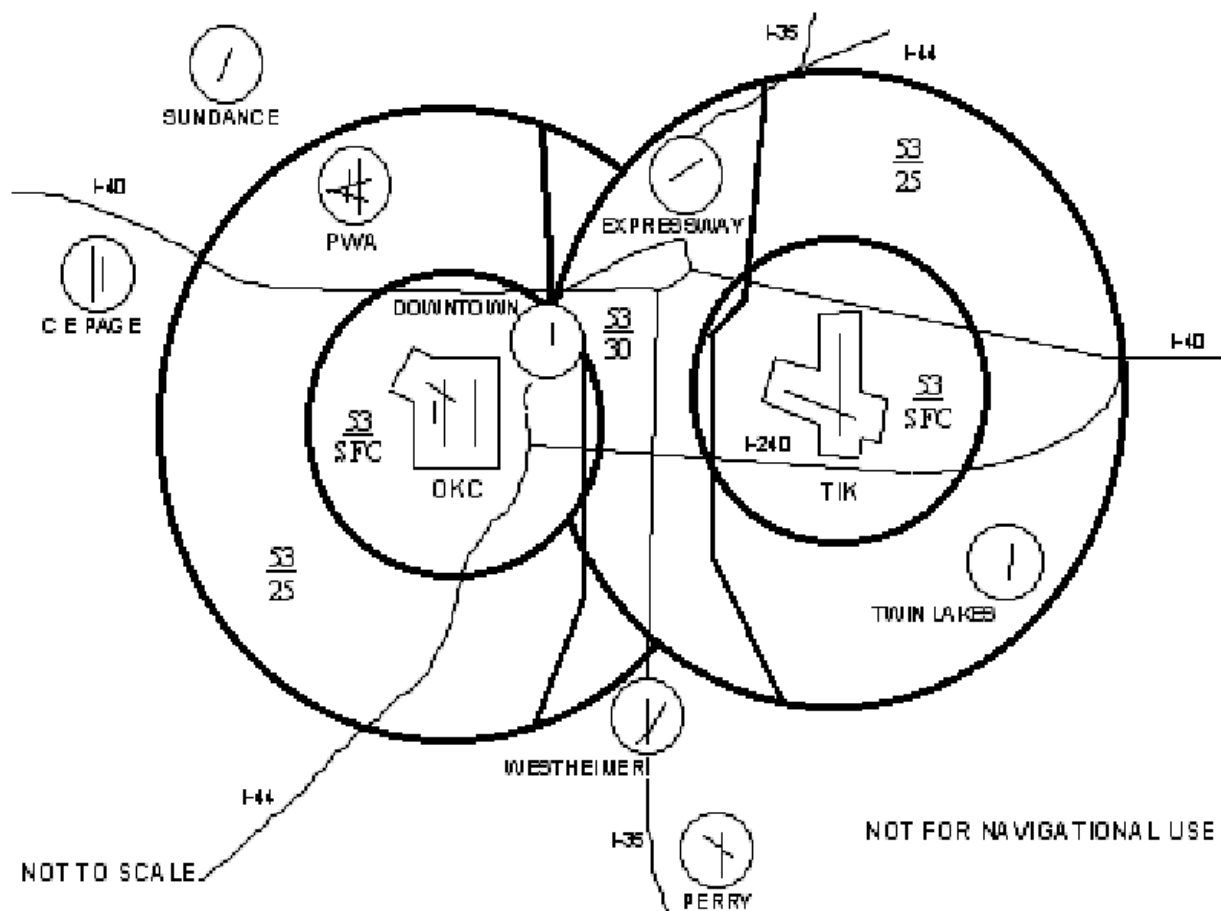
Figure A18.1. Airspace Diagram Tinker North And South Flow Surface Areas



Attachment 19

AIRSPACE DIAGRAM TINKER/WILL ROGERS CLASS 'C' AIRSPACE

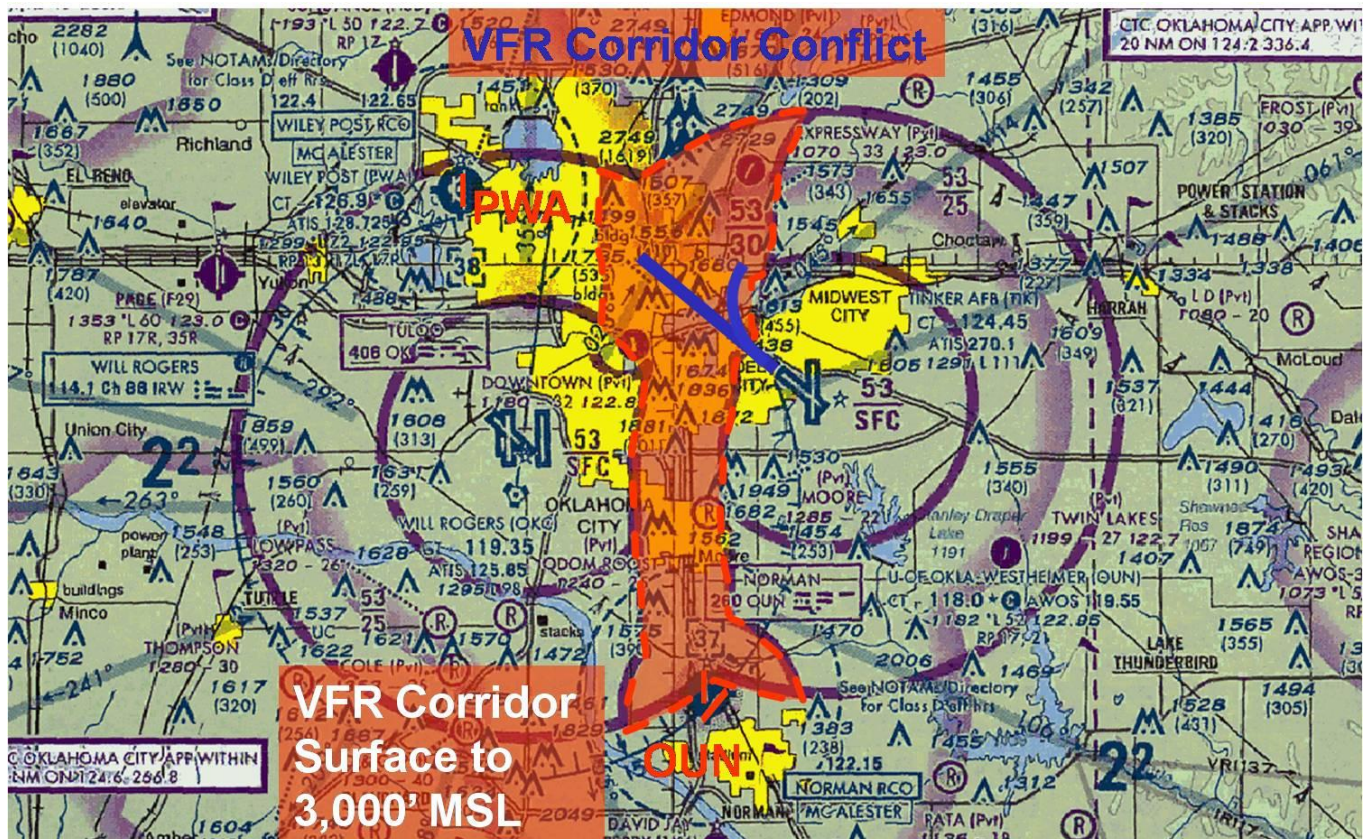
Figure A19.1. Airspace Diagram Tinker/Will Rogers Class 'C' Airspace



Attachment 20

VFR LOCAL TRAINING AREAS

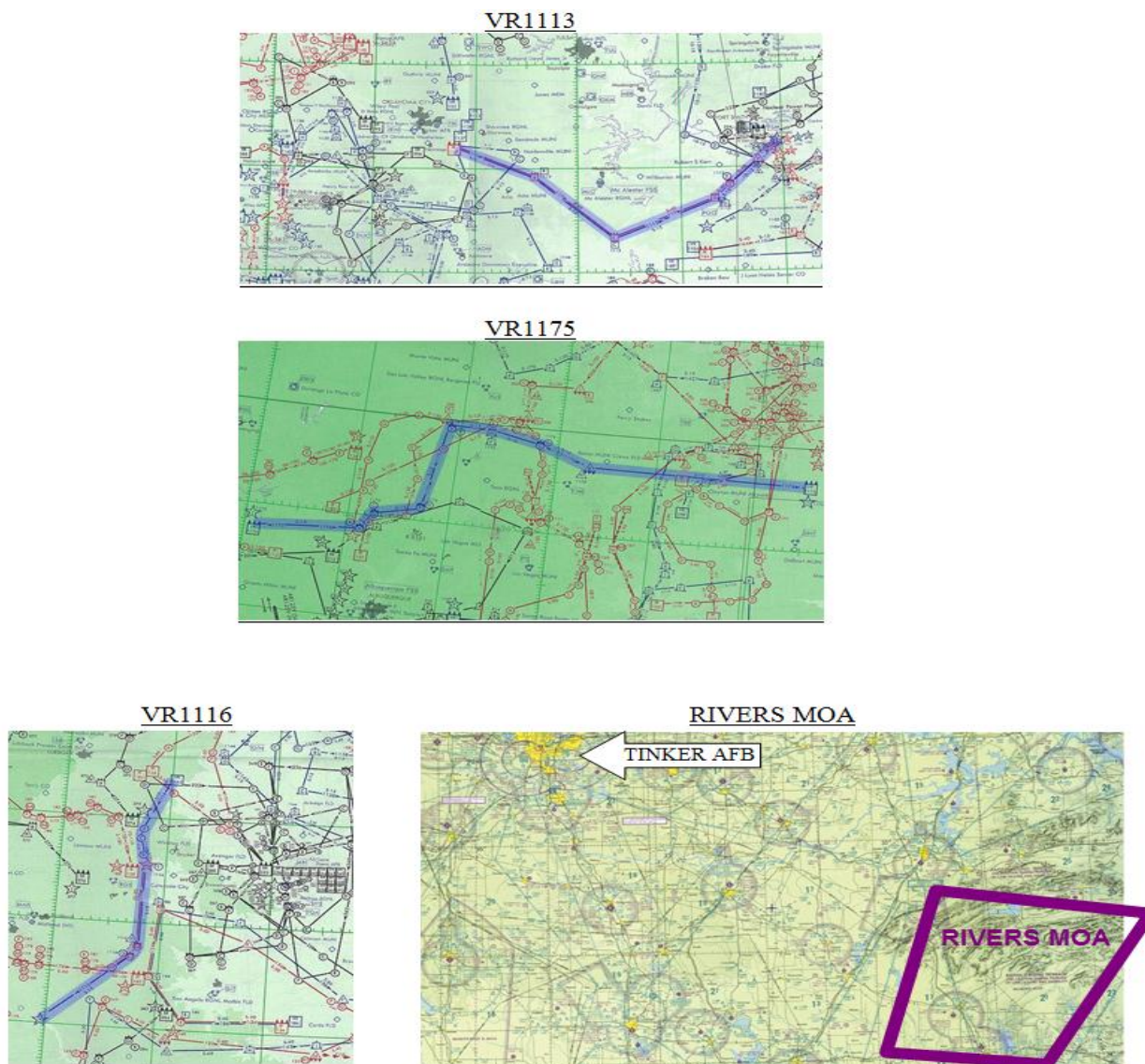
Figure A20.1. VFR Local Training Areas



Attachment 21

VFR MILITARY TRAINING ROUTES VR1113, VR1116, VR1175, AND RIVERS MOA

















Figure A21.1. VFR Military Training Routes VR1113, VR1116, VR1175, and Rivers MOA



Attachment 22

CONTROL TOWER LIGHT GUN SIGNALS

Table A22.1. Control Tower Light Gun Signals

SIGNAL	AIRCRAFT	VEHICLES, EQUIPMENT, PERSONNEL
STEADY GREEN 	CLEAR TO LAND CLEAR FOR TAKEOFF	AUTHORIZED TO CROSS
FLASHING GREEN   	RETURN FOR LANDING CLEAR TO TAXI	NOT APPLICABLE
STEADY RED 	GIVE WAY TO AIRCRAFT STOP	STOP
FLASHING RED   	AIRPORT UNSAFE STOP	EXIT RUNWAY OR TAXIWAY
FLASHING WHITE   	RETURN TO STARTING POINT	
ALTERNATING RED & GREEN     	GENERAL WARNING SIGNAL EXERCISE EXTREME CAUTION	

Attachment 23

AIRFIELD OPERATIONS BOARD MEMBERSHIP

Figure A23.1. Airfield Operations Board Membership

72 ABW/CC or CV(Chair)
72 ABW/SE (Flight Safety)
72 ABW/CE
72 MSG/CC
72 OSS/CC
72 OSS/OSA/OSAT/OSAM
72 OSS/OSW
72 OSS/OSM
522 OSS/OSOR (Airspace Manager)
OKC Approach Control
76 AMXG/CC
Flying Units:
10 FLTS/CC
137 ARW/CC
507 OG/CC
507 OG/OGV
513 ACG/CC
513 ACG/DOV
552 OG/CC
552 OG/OGV
552 ACW/SE
Navy SCW-1